ORIENTAL COMMERCE;

OR THE

East India Trader's Complete Guide;

CONTAINING

A GEOGRAPHICAL AND NAUTICAL DESCRIPTION

OF THE

MARITIME PARTS OF INDIA, CHINA, JAPAN, AND NEIGHBOURING COUNTRIES, INCLUDING THE EASTERN ISLANDS, AND THE TRADING STATIONS ON THE PASSAGE FROM EUROPE;

With an Account of

THEIR RESPECTIVE COMMERCE, PRODUCTIONS, COINS, WEIGHTS, AND MEASURES; THEIR PORT REGULATIONS, DUTIES, RATES, CHARGES, &c.

And a Description of

The Commodities imported from thence into Great Britain, and the Duties payable thereon;

TOGETHER WITH

A MASS OF MISCELLANEOUS INFORMATION, COLLECTED DURING MANY YEARS' EMPLOYMENT IN THE EAST INDIA SERVICE, AND IN THE COURSE OF SEVEN VOYAGES TO INDIA AND CHINA.

ORIGINALLY COMPILED

BY THE LATE

WILLIAM MILBURN,

OF THE HONOURABLE EAST INDIA COMPANY'S SERVICE:

A careful Digest having been made from the Papers left with his Executor, and the whole incorporated with much additional and valuable Matter,

BY THOMAS THORNTON, M. R. A. S.

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PREFACE.

Little more need be said by way of Preface to this Work, than is necessary to explain how it has been reduced from its former bulk to a more convenient size. This object has been attained by excluding the long historical and financial disquisitions inserted in the Work when first published, as well as many tabular abstracts of official accounts, (upon the accuracy of which implicit reliance could not be placed); and also by rejecting whatsoever appeared to be calculated rather to gratify curiosity, than to prove of real utility. Much additional matter has nevertheless been incorporated, with all the essential information contained in the first Edition; and some parts of the present Work are entirely new. A few of the MS. Notes of the late Mr. Milburn have been used; but the chief portion of the additions has been supplied from other sources, private as well as public.

Criticism must not be wasted upon the style of this Work. The descriptions are mostly given in the words of the original Author (who wrote from actual observation); the supplementary matter is expressed in language which the Editor has been desirous of making intelligible, rather than elegant.

London, August 17, 1825.

ORIENTAL COMMERCE.

SECTION I.

THE MADEIRA ISLANDS.

THE Madeiras are a group of islands, consisting of Porto Sancto, the Desertas, and Madeira.

PORTO SANCTO, the northernmost, in latitude 33° 5′ N. and longitude 16° 16′ W., is easily distinguished by two or three high hummocks. On the S. W. side is an excellent road, where good water, provisions, and refreshments may be had, and where vessels of nearly 500 tons have been hove down and repaired. A rocky bank lies to the N. E. of Porto Sancto.

The DESERTAS are about 12 leagues S. S. W. from Porto Sancto. They extend nearly N. N. W. and S. S. E.; are about 5 leagues in dimension, rather uneven, and not inhabited.

MADEIRA is about 12 leagues long from E. to W., and about 3 broad from N. to S.; very high and mountainous, except the east end, which terminates in a low rugged point. In passing through the channel between Madeira and the Desertas, a ship should keep at considerable distance from both.

Funchal, the capital, is on the south side, in latitude 32° 37′ N., and longitude 16° 52′ W., about a mile long, and half a mile broad, containing about two thousand houses, built of stone, with handsome Churches and Monasteries. The appearance of most of the houses is mean, and the streets are narrow, dirty, and badly paved. It is strongly fortified. On the E. end of the beach is a fort, called St. Jago; another, called St. Lorenzo, where the Governor resides, is near the W. end of the town; the third, named Peak Castle, is at the N. W. angle of the town, on a hill, about half a mile from the shore; the fourth stands upon the Loo Rock, about 400 yards from the shore, and commands the bay. The town has also a strong wall to the sea, connecting the forts.

The landing-place is to the N. W. of the Loo Rock, and is sometimes dangerous. The entrance to the town is about three-quarters of a mile from thence, through a gate, from which a narrow street leads to a public

walk, shaded with trees, with a principal avenue in the centre, terminated by the Cathedral. The Theatre is on one side, and the Hospital on the other of the entrance. The Custom House is at the sea-side, surrounded by a rampart mounted with cannon, and which contains barracks.

The best anchorage for large ships is in 30 to 35 fathoms water, having the Citadel a little open to the E. of the Loo Rock, the latter distant a large half mile. A whole cable should be used when the weather appears the least unsettled, with a slip-buoy on the cable, having the splice so situated, that should you be forced to put to sea, and be unable to weigh, the cable may be cut near the splice.

Ships' boats may land on the beach in summer; but this is better avoided at all seasons when goods are not landing, to preserve the boats from the violent surge and shingly shore, and to keep the seamen from the disorderly houses near the beach. Shore-boats often come on board, under pretence of selling fruit, &c.; but their chief object is the sale of spirituous liquors or concealed goods.

Madeira contains about 110,000 inhabitants, of which nearly 20,000 inhabit Funchal. The merchants, mostly English, are hospitable to strangers.

Trade.—The imports from Great Britain, in the year 1821, were foreign and colonial merchandize, consisting principally of wheat and flour, flax, East India piece-goods, rice, and brandy, the official value of which was £41,006 ; and British and Irish produce, consisting of cotton manufactures, cast and wrought iron, staves, soap and candles, woollens, apparel, beef and pork, cabinet and upholstery ware, glass and earthenware, hats, leather, linens, &c. the declared value of which was £48,315.

The official value of imports into Great Britain from Madeira, in the year 1821, was £18,253.

The Americans carry on a considerable trade with Madeira in provisions, lumber, &c. The returns are in wine, a large quantity of which is consumed in America.

The principal and almost only export from Madeira is wine, classed as follows, in regard to quality:—1, London Particular. 2, London Market. 3, India Market. 4, New York Market. 5, Cargo. There are, besides, Sercial, sweet Malmsey, dry Malmsey, Tinto, or red wine.

The quantity of Madeira Wine imported into Great Britain in the year 1822, was 2046 tuns, of which 857 tuns were brought direct from the Island. The increase of quantity has had an effect upon the price of the article, and deteriorated it in quality. The prices are settled by the British Factory at the commencement of each year. The large purchases of wine by the East India Company a few years back somewhat deranged the trade, and was attended with a serious loss to themselves.

The price of Madeira wine in the years 1821 and 1822 at Calcutta was from 350 to 800 rupees per pipe.

The best vineyards are on the south side of the Island; but the produce is seldom imported pure. The Malmsey is from vines grown on rocky ground, exposed to the sun; and the grapes are allowed to hang for about a month longer than for the dry wines.

The good effect of an India voyage on Madeira wine is well known; but if the wine be of bad quality, it often does mischief.

Duties paid at Madeira.—Imports are subject to a duty of £15 per cent. *ad valorem.* The export duty on wine is 14 milreas 7 reas (or £3. 17s. nearly) per tun. Goods may be landed, for re-exportation, on payment of £4 per cent. when shipped. The period of warehousing is limited to six months.

Port Charges, &c.—The Consulage is £3. 6s. for each ship; Custom-house entry costs about the same. A visit on arrival, and another at departure, one dollar each. Two officers remain on board during a ship's stay in port, and are paid by the ship 300 reas each per diem.—The charge for commission here varies from 3½ to 5 per cent.

Rules of the Port.—1. A ship must be visited by a Government or Health Office boat previously to communication with the shore, or with vessels in the port. 2. The persons landing in the first boat from the ship, must be examined at the Health Office. 3. The ship's register, Mediterranean pass, and manifest of cargo, must be brought for production at the Consular and other offices. 4. No vessel can have communication with an unvisited vessel. 5. No vessel at anchor can change her birth without licence. 6. No boats can pass between vessels and shore after sunset, without licence. 7. No seaman or soldier may leave ship without permission in writing from commanding officer. 8. Any such person found on shore after sunset without such leave, liable to be taken up; which occasions an expence of 2 dollars, exclusive of the individual's maintenance whilst in custody. 9. Commanding Officers are required to read to their men the two aforegoing rules. 10. Captains or Pursers must notify, 24 hours beforehand, the time of their departure, at the Consular Office. 11. Passports necessary for persons quitting the Island. 12. The Master of a vessel detected in carrying away a Portuguese without passport, liable to a fine of 100 dollars, and imprisonment for three months. 13. A Captain of a vessel carrying away a person after being judicially warned not so to do, liable to the debts owed by him. 14. Application to be made to the Government for a visiter, when vessels are ready to depart. 15. After visitation, vessels cannot have communication with the shore, or with other vessels; or must be visited again. 16. A

special licence necessary for entering or leaving the port after sunset. 17. A vessel remaining in port a night after visitation, must be revisited. 18. Each visit after the first to be paid for, half a moidore each, (13s. 2½d.), besides other expences. 19. Vessels attempting to get under weigh before visitation, will be fired at, and be obliged to pay for the powder and shot. 20. Security to be given in the Consul's Office for the subsistence of any of the crew left in the Island.

Provisions and Refreshments are exorbitantly dear, and very indifferent. The provisions and water are sent off in boats belonging to the Island.

Coins.—Accounts are kept in reas and milreas, which are imaginary coins; the latter is 1000 reas, and equivalent to 5s. 6d. sterling. The coins current on the Island are,

Spanish Dollars, which pass for...	1000 Reas, equal to	10 Bits.
Pistareens	200	2 Do.
Half Pistareens, or Bits	100	1 Do.
Quarter Pistareens	50	½ Do.

The gold coins of Portugal do not pass current on the Island.

The copper coins are pieces of 5, 10, and 20 reas, being the $\frac{1}{20}$, $\frac{1}{10}$, and $\frac{1}{5}$ parts of the pistareen.

Weights and Measures.—Those of Portugal are in general use on the Island. The commercial pound is equal to 7076½ grains English: thus 100 lbs. of Madeira is 101.09 lbs. avoirdupois.

Commercial Weights.

72 Grains of Wheat	make	1 Oitavo.
4 Oitavos	"	1 Ounce.
4 Ounces	"	1 Quarta.
4 Quartas	"	1 Aratel=1 lb.
32 Aratels	"	1 Aroba.
4 Arobas	"	1 Quintal.
13¼ Quintals	"	1 Tonelada.

Liquid Measure.

2 Meyos.........	make	1 Quartillo.
4 Quartillos ...	"	1 Canada.
6 Canadas	"	1 Pote.
2 Potes	"	1 Almude.
23½ Almudes ...	"	1 Pipe.
2 Pipes	"	1 Tun.
18 Almudes	"	1 Barrel.

Long Measure.—There are two principal measures, the vara and the covado; the former is five palms, and the latter three. The palm is eight Portuguese, nearly nine English inches; the covado being 26.7 English inches; and the vara 43.2 inches.

SECTION II.

THE CANARY ISLANDS.

THESE Islands are seven in number:—Lancerota, Fuertaventura, Grand Canaria, Teneriffe, Palma, Gomero, Hierro, or Ferro; the easternmost is about 50 leagues from Cape Non on the Coast of Africa. Several smaller islands to the eastward are uninhabited. If a ship be laid off to the S. S. E. after passing Madeira, care must be used in approaching the islets called Salvages.

LANCEROTA, the easternmost of the Canaries, is about 15 miles long, and 10 broad. The principal port is Porto de Naos, on the S. E., in latitude 28° 58′ N., and longitude 13° 33′ W., where vessels not drawing more than 18 feet, lay secure from all winds. It is the most convenient place for cleaning and repairing large vessels in the Islands. At the W. end of the harbour stands a square stone castle, mounted with some cannon, but of no great strength. There are some magazines for corn, but no town. West of the castle is another port, called Porto Cavallos, with an excellent harbour; but the entrance has only 12 feet water at spring-tides. The castle defends both harbours, being built upon a small island between them. The rock is joined to the land by a bridge, under which boats go from Porto de Naos to Porto Cavallos.

Two leagues N. W. from Porto de Naos is Cayas, or Rubicon, the chief habitation on the island, containing about 200 houses, a church and a convent, and defended by an old castle. There are one or two other small towns.

This Island sends to Teneriffe corn, orchilla-weed, cattle, cheese, coal, skins, salt fish, and fowls; and receives European goods and cash. The horses are of the Barbary breed, and much esteemed. The cattle are fat and good, and the fish are abundant.

FUERTAVENTURA is about 7 miles from the S. W. point of Lancerota, and 80 miles long by 15 broad, narrow and low in the midst. There are no ports for large ships; the produce is chiefly corn. The latitude of the N. point is 28° 46′ N., longitude 13° 52′ W. In the channel between it and Lancerota lies the Island of Lobos, or Seals; circumference about a league, uninhabited, and destitute of water. Near to this is a good port for

shipping; the mark to find it is the E. point of Lobos N. E., and anchor about half-way between it and Fuertaventura. Although apparently exposed, the road is very safe with the trade-wind; the water is smooth, and the ground clean, being a fine sandy bottom. Right ashore from the road, on Fuertaventura, is a well of good water, easy to come at.

On the E. side is the port of Cala de Fustes, fit only for small barks. Four leagues further to the S. is Point de Negro, on the other side of which is a spacious bay, called Las Playas. The best anchoring place is on the N. side, in 14 fathoms, at a convenient distance from the shore, a clean sandy bottom.

The principal town on the island is situated about 2 leagues inland from the road of Lobos, and consists of about 100 houses neatly built. Several other small towns are scattered in the island, but the inhabitants are not numerous. They receive Spanish dollars, and a few articles of European and West India produce, for their corn, orchilla-weed, and cattle.

GRAND CANARIA is the healthiest and pleasantest of the group. Its N. E. point is about 18 leagues from Fuertaventura, in latitude 28° 13′ N., longitude 15° 38′ W. On the N. E. of this island is a peninsula, 2 leagues round, connected by an isthmus, 2 miles long, and about a quarter of a mile broad. On each side of this isthmus is a bay, exposed on the N. W. side to the swell of the sea. Small barks, however, lay here securely. On the other side is a spacious sandy bay, called Porto de Luz, having some steep rocks at its entrance towards the N. E. This is a good road for shipping of any burthen, with all winds, except S. E.; but that wind seldom blows so hard as to endanger shipping. The landing-place is at the bottom of the bay, where the water is generally so smooth, that a boat may lay broadside to the shore without risk. Along shore to the E. is Palmas, the capital, between which and a castle at the landing-place, are two forts. At the other end of the City is another castle, called St. Pedro: none of these forts are strong. The City is large, and the houses, built of stone, are generally good. A small stream of water divides it into two parts. The inhabitants of Palmas are estimated at 6000.

Shipping that discharge at Palmas, anchor in good weather within half a mile of the town, for dispatch; but the road is not good there.

Trade.—The exports to Teneriffe consist of provisions, coarse woollen blankets, raw and wrought silk, orchilla-weed, &c. The returns are chiefly silver. The wine is good, but not of such body as Teneriffe; yet a considerable quantity was sent to the West Indies.

Provisions and Refreshments are plentiful, consisting of cattle, goats, rabbits, poultry, &c. Peaches, apricots, apples, pears, cherries,

plums, pine-apples, &c. are abundant in season. Vegetables are extremely good and reasonable.

TENERIFFE.—This island, 15 leagues from Canaria, is nearly triangular, each side being about 12 leagues in length. The peak, situated almost in the centre, is 2¼ miles above the sea, and may be seen in clear weather 30 leagues.

About 6 leagues from the N. E. point of the island, called Punta de Nago, on the S. E. side, is Santa Cruz, in latitude 28° 29′ N., longitude 16° 22′ W. The best road for shipping is between the middle of the town and a fort about a mile to the N. of it. In all that space, ships anchor from a cable's length from the shore, in 6, 7, and 8 fathoms, to half a mile, in 25 to 30 fathoms. The ground is foul in some places; the cables should be buoyed if the ship remains long. A mole for landing in the middle of the town, runs to the N., and the outermost part of it turns towards the shore. The surf is sometimes violent, against which the mole affords an imperfect shelter. In mild weather, goods are landed at a creek among the rocks, near the Custom House, at a short distance S. of the mole. In going from the mole to the town, there is a square fort on the left, named St. Philip's; to the N. of it, along shore, are some batteries; the chief is called Passo Alto. Near it is a steep rocky valley, running a long way inland. At the S. end of the town are some batteries, and beyond them, close in shore, is Fort St. Juan. From thence to the S. the shore is generally inaccessible, with a surf breaking on it. The forts are connected by a thick stone wall, breast-high within, but higher without, facing the sea. The entry to the town from the sea is at the mole, the entrance guarded by St. Philip's Castle. The town is not fortified on the land-side.

The Governor General of the Canary Islands resides at Santa Cruz, which is the centre of the Canary trade with Europe and America, and may be regarded as the capital, though the episcopal see and courts of judicature are at Palmas in Canaria. The number of inhabitants is about 7000.

The road of Santa Cruz is in latitude 28° 28′ N. and longitude 16° 26′ W.

Trade.—The chief articles of import from England into the Canaries in 1821 were, of foreign and colonial merchandize, chiefly wheat, flax, East India piece-goods, and brandy, to the amount, in official value, of £23,197; and of British and Irish produce, to the amount, in declared value, of £70,225, consisting principally of cotton manufactures, woollens, linens, iron, glass and earthenware, hardware, cutlery, and hats.

Wine is the chief export. The better sort is equal to the middling kinds of Madeira wine, for which it frequently passes in England. The

quantity of Teneriffe wine imported into Great Britain in the year 1822, was 810 tuns, of which 788 tuns were brought direct.

The other returns of the island are barilla, orchilla-weed, rose-wood, Spanish dollars, &c. The official value of the imports into Great Britain, from the Canaries, in 1821, amounted to £86,463.

The trade with the Canaries was formerly embarrassed with prohibitions to foreigners; but the interdiction is now taken off from every article of merchandize, except Tobacco.

Duties.—By royal order of 26th November, 1823, the ports in the Canary Islands are thrown open, *pro tempore*, for the admission of foreign cotton goods, on payment of 15 per cent., besides ½ per cent. Consular duty. Other imports and exports pay 7 per cent. The values are settled according to a tariff of rates.

Port Regulations.—No person may land until a bill of health is produced, or the crew of the ship is examined by the health-officers: meantime no boat but the pratique dares approach the vessel. No boats are allowed to go between ship and shore after sunset. The firing a morning and evening gun is prohibited.

Port Charges.—Visit of Captain of the port, Spanish dollars, 3½. Inquisition, 3½. Health Office, 3½. Waterage and anchorage dues, 12. General licence, 4. Vessels touching only for repair or refreshments are exempt.

Provisions and Refreshments consist of good beef, pork, goats, and poultry. Vegetables and fruits are rather scarce, and bread is very indifferent. Fish are plentiful, particularly mackerel. The water is better here than at the other islands: the charge for it is a Spanish dollar per butt, boat-hire included.

It is advisable for ships that call here in winter merely for refreshment, not to anchor, but to stand off and on, sending a boat on shore to go through the necessary forms, and to order the requisite supplies. The preservation of the cables, and the safety of the ship, compensate for this little inconvenience.

Coins.—Those current in the Canary Islands are the Mexican dollar and its divisions. There is besides a provincial real, which is a small silver piece, of the value of 5d.; and the quart, a copper coin, ten of which make a real of plate. The provincial silver coin is not current in Lancerota and Fuertaventura; it passes in the islands for more than its intrinsic value.

The imaginary money of account is the current dollar of 10 reals of vellon, each equivalent to 8 quarts. A real of plate is equal to $\frac{3}{32}$ parts of the Mexican dollar. Little or no gold coin is met with.

WEIGHTS are thus divided :—

16 Adarmes	equal to		1 Onca, or Ounce.
8 Oncas	"		1 Marco.
2 Marcos	"		1 Libra.
25 Libras	"		1 Aroba.
4 Arobas	"		1 Quintal.

MEASURES are the fanega, almuda, liquid aroba, and var. The first is used for corn, cocoa, salt, &c. 12 almudas make a fanega. The liquid aroba contains somewhat more than 3 English gallons, and the quartillo nearly equals our quart. The var is a long measure, about 7 per cent. less than the English yard.

OROTAVA lies about 8 leagues to the S. W. of Point Nago, in latitude 28° 25′ N., longitude 16° 35′ W. This is a good port in summer; but in winter ships are often obliged to slip cables, and put to sea, for fear of being surprised with a N. W. wind, which throws in a heavy sea; but these winds rarely happen, and generally give warning.

No boat will go to a ship in the offing, until she approaches within a mile of the shore, when the pratique-boat puts a pilot on board, who brings her into the road, about a mile to the W. of the town, where shipping lay moored in 40 or 50 fathoms water: the pilot remains until the vessel departs.

These pilots are careful to slip, and put to sea, when they apprehend danger. It is commonly calm in this road; but a long northerly swell causes ships to roll very much, and makes it difficult to land a cargo there.

The landing-place is near the middle of the town, in a small creek among the rocks. Large boats load wines there, and carry them off to the ships with great dispatch.

The town contains some good buildings. At each end is a black sandy bay. Along the northernmost is a low stone wall; at the other bay is a small fort; and between them, at the landing-place, a battery: but the continual surf is the best defence. Port Orotava is plentifully supplied with good water from a rivulet at some distance, which is brought off to shipping in the country boats.

PALMA is about 17 leagues from the W. end of Teneriffe; the land extremely high; the coast bold. Its N. point is in latitude 28° 51′ N., longitude 17° 48′ W. The chief port is Santa Cruz, on the S. E. The mark by which it is found is, when approaching the E. side of the island, it appears shaped like a saddle. Steer so as to fall in a little to windward of the midst of the saddle, till within a mile of land; then run along shore to the S., till you perceive the town close by the shore, and the shipping in the roads. The town is in latitude 28° 38′ North, longitude 17° 58′ W.

The road is within musket-shot of the shore, in 15 to 20 fathoms, but is exposed to easterly winds. It is considered securer than any at Canaria or Teneriffe, though there is a heavy surf in the winter season, that prevents boats going off or landing for days together.

Santa Cruz is a large town. Near the mole is a battery, to defend the shipping in the bay. It is supplied with good water from a fountain in the middle of the town, filled by a rivulet.

Trade.—The exports from Palma to Teneriffe are sugar, almonds, sweetmeats, plank, pitch, raw silk, and orchilla-weed; the returns are West Indian and European goods. The E. side of the island produces good wines, of a different taste and flavour from those of Teneriffe. The dry wine is small-bodied, and of a yellow colour. The Malvasia is less luscious and strong than Teneriffe; but when about three years old, has the flavour of a rich and ripe pine-apple; but these wines often turn sour. Large quantities of pitch are produced in this and the neighbouring island.

Provisions and Refreshments are much the same as at Canaria and Teneriffe. The natives make excellent conserves.

GOMERA is about 5 leagues S. W. from Teneriffe, in latitude 28° 5′ N., longitude 17° 20′ W. The principal town, called St. Sebastian's, or La Villa de la Palma, is close by the sea-shore, in the bottom of a bay, on the S. E. side of the island, where shipping lay land-locked from all winds but S. E. You may moor at a convenient distance from shore, in 7 to 15 fathoms; but as the land-wind often blows hard, moor with a large scope of cable, or you will be in danger of being forced out of the bay. The sea here is generally so smooth, that boats may land on the beach without risk. When the surf prevents landing, boats put ashore at a small cove, on the N. side of the bay, from whence there is a very narrow foot-path along the cliff to the town. After sunset, or when it turns dark, this passage is closed. At the cove, ships of any burthen may heave down, clean, and repair, hauling close to the shore, which is a perpendicular cliff, with a battery at the top. The town commences at a short distance from the beach. It consists of about 150 houses, mostly small, and is well supplied with good water, drawn from wells. The best place for a ship to lay, is where a full view may be had through the main street of the town, and at about a cable's length from the beach.

HIERRO, or FERRO, is the westernmost of the Canaries; its N. point is in latitude 27° 50′ N., longitude 17° 50′ W. It is 15 leagues in circumference, and 3 broad. It has no harbour or considerable town; El Golto, on the E., is the chief village. The anchoring place is an open road, but little frequented. The island produces poor wine, which is

distilled into brandy, and, with orchilla-weed, and a few small cattle, is exported to Teneriffe. Water is extremely scarce here.

COMMODITIES PROCURABLE AT THE CANARY ISLANDS.

Orchilla-Weed grows upon the rocks on the coast of the Canaries, Cape de Verds, and Madeira; but mostly, and of the best sort, at the former. It is a valuable ingredient in dying; colour grey, inclining to white; the stalk spotted here and there with white; many stalks proceed from one root. It grows to about the length of 3 inches, roundish, and of the thickness of common twine. Those who are unaccustomed to the weed, would scarcely find it, as it resembles the stone from which it springs. It produces a beautiful purple, and brightens other colours. The darkest is the best, and it should be exactly round. The more white spots, the better. The prices of the different sorts vary greatly.

Rose-Wood grows in the Canary Islands and in India: the colour externally whitish; internally deep yellow, with a cast of red. In the most perfect specimens, the external part is pale, and nearest the heart the wood is darker. These appear cut from a knotty tree, with an irregular grain, having several convolutions, with clusters of circular fibres in the midst, including a fine fragrant resin. Rose-wood has a slightly bitterish, somewhat pungent balsamic taste, and a fragrant smell, especially when scraped or rubbed. Choose the largest pieces, of the most irregular knotty grain, well filled with resinous fibres, sound, heavy, and of the deepest colour. There is much which passes for rose-wood, pale, inodorous, and of little value.

SECTION III.

CAPE DE VERD ISLANDS.

THESE islands, which take their name from Cape de Verd, the nearest point of the Coast of Africa, consist of Sal or Salt Island, Bonavista, Mayo, St. Jago, Fogo, Brava, St. Nicholas, St. Lucia, St. Vincent, and St. Antonio, besides several small islets.

SAL is about 16 miles long, and 6 or 7 broad, and uninhabited. It is high, and has a peak that may be seen afar. The N. W. part of the

island is in latitude 16° 50′ N., and longitude 22° 55′ W. On the W. side are three bays: the chief, Mordera Bay, is one of the best in the Cape de Verds.

BONAVISTA is very uneven. The N. end is in latitude 16° 15′ N., longitude 22° 52′ W. No fresh water can be had here. The principal road, named English Road, is on the N. W. side of the island. Near the S. E. point is a dangerous reef of rocks.

MAYO is about 15 leagues to the S. of Bonavista. Under its S. W. point is English Road, where merchant vessels anchor. A reef projects from the N. end to about 2½ miles. This island is frequented, especially by Americans, for its salt. The anchorage is rocky and dangerous. The town is wretched; the surrounding country almost without vegetation, and the inhabitants miserable. Live stock and a few limes may be had. The water is scarce and bad. The cotton-plant and silk-cotton-tree grow in the interior.

St. JAGO, the largest and most considerable, is very high. Its principal road is on the S. E., called Praya Bay, in latitude 14° 55′ N., longitude 23° 30′ W. The town of Ribiera Grande, on the S. side of the island, is now, with its castle, in a state of decay.

Porto Praya, or St. Jago, about 7 leagues to the N. E. of Ribiera Grande, is now the residence of the Governor of the Cape de Verds. The houses are little better than huts. A battery is placed on a cliff at the bottom of the bay, but the guns are in a bad condition. The best anchorage is with the fort bearing N. W., about a mile distant.

Trade is very trifling. A duty is levied on imports amounting to about 10 per cent.

Provisions and Refreshments.—The privilege of selling cattle to shipping, and European goods to the inhabitants, is vested in a Company; but the natives may traffic in other articles. Cattle must be paid for in Spanish dollars; other refreshments are better procured for old clothes, particularly black. The fruits are oranges, guavas, cocoa-nuts, limes, plantains, pine-apples, and tamarinds. Vegetables are rather scarce. Indian corn is plentiful. The water is generally very good. The cistern which supplies the ships, is at the bottom of the hill where the fort is built, about a quarter of a mile from the beach. As there is generally some surf upon the beach, boats should lie at their grapnels, and the casks of water be hoisted into them, after being filled at the cistern, rolled down, and floated through the surf. A pump should be sent on shore, instead of using the common buckets. Some planks will be useful to place under the casks when rolling, where the ground is stony, uneven, or where it is soft sand.

FOGO, or FUEGO, is the highest of the islands, and has an immense volcano, continually burning, seen sometimes at 30 leagues' distance. The

peak is in latitude 14° 56′ N., longitude 14° 22′ W. On the W. side of the island is a small town, off which vessels may anchor in 10 fathoms, and where a few provisions may be procured.

BRAVA is about 6 leagues to the W. of Fogo. Its S. side is in latitude 14° 51′ N., longitude 25° 42′ W. It has a few black inhabitants, harmless and hospitable. Its products are salt, corn, live stock, and fish.

St. NICHOLAS is about 10 miles long, and 3 broad. It is high and mountainous. Its E. end is in latitude 16° 25′ N., longitude about 24° 10′ W. There are two good bays: one, called Preguica Bay, on the S. W. side, is about 7 miles from the E. end. At this place is good landing, and plenty of water in fine weather, from a pond supplied by the mountains; but no other refreshments. The other bay, on the N. W., is 4 leagues from the S. W. end, and called St. George's Bay. Here every article of refreshment, except good water, is procured, and at no other place in the island. There is a town about 4 miles from the bay.

St. LUCIA is about 5 leagues long, and 1½ broad. It is uninhabited, but contains wild bullocks and goats. At the S. E. part there is a good road between two small isles.

St. VINCENT is about 4 leagues to the N. W. of St. Lucia, and has a good bay on its S. W. side. This island is uninhabited; but has wild asses, and is well stored with wood and water.

St. ANTONIO, the furthest to the N. W., is about 9 leagues long, and 4 broad. It has two remarkable mountains, one called the Sugarloaf. On the S. E. side is the town of Santa Cruz, in a bay, of which the ground is very indifferent. The island produces wine, cotton, indigo, orchilla-weed, &c., and plenty of wood, provisions, and refreshments. The N. W. point of the island is in latitude 17° 10′ N., longitude 25° 3′ W.

SECTION IV.

SOUTH AMERICA.

BRAZIL.—The ports frequented by East India outward-bound ships, which stop on the coast of Brazil for refreshment, are those of St. Salvador and Rio de Janeiro.

St. SALVADOR, or BAHIA.—The entrance into the Bay of All Saints is between a large island, called Taporica, to the W., and a peninsula

on which the City of St. Salvador is built, to the E. The anchorage is abreast of the City, in 8 to 12 fathoms, a mile or a mile and a half distant. On the extremity of the peninsula is a light-house. The bay is capacious, and a great number of ships may ride in it secure from all winds.

The City is on the right-hand side of the bay, in latitude 12° 46′ S., longitude 38° 40′ W., and was formerly the capital of Brazil, though now subordinate to Rio de Janeiro. The upper town is built on the summit of a steep hill; the lower is situated at the bottom of the hill, and parallel to the beach. They are connected by streets running slantwise up the eminence. The people of business reside in the lower town. In the middle of the town is the great square. The streets are confined, badly paved, and dirty.

St. Salvador is well defended. Fort Mar stands on a small rocky bank of the inner bay, about three-quarters of a mile from the shore, and is used as a magazine: all vessels, except of war, must land their powder on arriving in the bay. The Dockyard is defended by Fort St. Philip, and the inhabited part of the beach by several batteries. Extensive fortifications protect the land-side. The City is computed to contain about 30,000 whites, 30,000 mulattoes, and 40,000 negroes.

At the lower town, near the beach, stand the custom-house and wharfs, royal dockyard, arsenal, marine storehouse, magazines, and residence of the Intendant. The dockyard admits the building of but one ship of the line at a time. In the private yards at Tagapippe, ships of all dimensions are built with the greatest dispatch. The timber is good; labour and materials are cheaper than at Rio de Janeiro. The English have the privilege, by treaty, of obtaining timber, and constructing or repairing ships of war, in any harbour of the Portuguese dominions.

The accommodations at St. Salvador are miserable. There is no inn; a house must be taken and furnished for a temporary residence on shore.

Trade.—The coasting trade is very considerable. The exports are cotton (the chief article), received from the neighbourhood, and sorted, weighed, and baled; sugar, tobacco, drugs, &c. The foreign trade has much increased since the separation from the mother country; but commerce is by no means in a settled state.

Port Regulations and Charges.—Officers visit every merchant vessel on its arrival, to prevent illicit trade. The charges formerly were very heavy; they are now reduced, but they cannot be accurately stated.

The charges for caulkers from the shore were as follow:—master-workman 1200 reas per day; first assistant, working high up, 800; when low down, 1400; second assistant, 500 and 1000.

A charge of 400 reas is made for coolies; and on the departure of a ship, the under-linguist at the wharf expects a present.

Provisions and Refreshments are now obtained freely. On fast-days no supplies are granted. Beef is bad and dear. Poultry is more reasonable. Fruits are procurable in the market held in the lower town; vegetables are abundant, and the bay produces a great variety of fish.

RIO DE JANEIRO, called also St. Sebastian, is the capital of Brazil. The entrance of the harbour, one of the finest in the world, is about 22 leagues from Cape Frio, which is in latitude 23° 1′ S., longitude 41° 50′ W., and may be known by its sugar-loaf hill at the W. point of the bay. The entrance is not very wide; but the breeze which blows daily, from 10 to 12 o'clock till sunset, enables ships to go in before the wind; it gradually widens, and abreast of the town there is room for the largest fleet. The entrance is defended by the strong fort of Santa Cruz, and the fortified isle of St. Lucia; between these is the channel. It is proper to moor as soon as possible.

The City of St. Sebastian is on the W. side of the river, about 4 miles from the entrance, on a projecting point of land. Its length is about 1½ mile; its breadth about three-quarters of a mile. On the promontory is a strong fortification, completely commanding the town and anchorage; opposite this point is the Isla de Cobras, on the highest part of which stands the citadel. This island is 300 yards long; it slants to about eight feet at the inner end; round and close to it, ships of the greatest draught may lay securely. It has a commodious dock-yard, with magazines and storehouses, and a wharf for heaving down and repairing ships.

The common landing-place is in the centre of a noble stone quay; near which is an obelisk, whence a stream of good water issues for the supply of shipping. The houses are handsome; the streets are generally straight and well-paved; the shops are numerous, and well stocked with European and Asiatic commodities.

Trade.—The principal articles of import into the Brazils from Great Britain, in 1821, were foreign and colonial merchandize, *viz.* flour, cod-fish, wines, and spirits, official value £21,718; British and Irish produce amounting, in declared value, to £1,857,006: these articles consisted of cottons, woollens, linens, provisions, copper and brass, glass and earthenware, hardware, cutlery, hats, iron, leather, haberdashery, cordage, apparel, fire-arms, and gunpowder, mills and machinery, plate, plated ware, jewellery, salt, soap and candles, stationery, tin, pewter, lead and shot, &c. The chief exports to Great Britain in the same year were annotto, balsam, bark, cocoa, coffee, horse-hair, hides, India rattans, isinglass, precious stones,

drugs, sugar, tallow, tapioca, Brazil, fustic and rose-wood, cotton-wool, &c., to the amount, in official value, of £1,181,857. The demand for Indian merchandize has been chiefly confined to piece-goods, which now scarcely support a competition with British fabrics.

Port Charges amounted in 1818, on a ship of 600 tons, to 208 milreas; consisting of quarantine fees, entry and clearance at the Custom-house, fees at Santa Cruz, boat-hire to ditto, and Consul's charges.

Duties on imports and exports were settled by treaty with the Portuguese Government, at 14 per cent. *ad valorem*, on imports in British ships; 15 per cent. in Portuguese.

Port Regulations.—Before a ship attempts to enter the harbour, a boat should be sent to the Fort of Santa Cruz, to give notice of the ship's arrival, &c. The colours should be hoisted, unless the pratique-boat be already on board. Every particular respecting the ship, her condition, force, and destination, must be declared under the signature of the Captain. The landing of the ship's crew can only take place at the stairs opposite the palace; and a soldier generally attends every person who lands, whilst he remains on shore. Guard-boats surround the ship, to prevent unauthorized landing. All persons are obliged to repair on board after sunset. Unless a previous settlement is made, you are forced to hire the custom-house boats, which is expensive.

Provisions and Refreshments.—The bullocks are small and poor; the sheep and hogs bad and dear; some excellent goats are procurable, but at high prices; the poultry very fine and large; fruit fine and abundant. The spirits are very indifferent; the common wines cheap. Great care should be exercised to keep the seamen from intoxication. Water is filled from pipes let down to the quay. It is better to hire a country boat, which holds 30 butts; but if you water with your own long-boat, no charge is made; and on application at the palace, one of the town cocks is sometimes granted for dispatch. Washing is dear, and it is difficult to get back the clothes.

Coins.—Accounts are kept in milreas and reas, 1000 reas making a milrea. Their notation is thus—166,208, which is, 166 milreas, 208 reas.

The gold monies current, and their weight, are as follow:—

	Reas.	Weight. *oz.*	*ds.*	*gr.*
Gold piece	25,600	1	16	12
5 Moidore piece, or Dobrao	24,000	1	14	12
Doubloon, or 2 Joanese	12,800	0	18	6
½ Dobrao	12,000	0	17	6
½ Doubloon, or Joanese	6,400	0	9	5
Moidore	4,800	0	6	22
¼ Doubloon, or ½ Joanese	3,200	0	4	15
Gold piece... ¼ Joanese	1,600	0	2	6
¼ Moidore	1,200	0	1	16½
Testoon	800	0	1	8
Crusado	480	0	0	15

The following are the current silver coins, with their weights:

	Reas.	Weight. oz.	ds.	gs.		Reas.	Weight. oz.	ds.	gs.
Patacao or Sello	640	0	11	12	¼ Patacao, or 8 Vintem piece	160	0	2	21
Crusado	480	0	9	9	6 Vintem piece	120	0	2	4½
½ Patacao	320	0	5	18	4 ditto	80	0	1	13
½ Crusado, or 12 Vintem piece,	240	0	4	16	3 ditto	60	0	1	2¼

The Spanish dollar, when received by the Portuguese from a foreigner, is seldom taken for more that 720 to 750 reas; but when paid by them, is estimated at 800 reas.

The Portuguese silver coins are in general 7 to 9 dwts. worse than British standard.

The copper coins are the piece of 20 reas, or 1 vintem, and the half and quarter vintem in proportion.

Weights are about 1 per cent. heavier than avoirdupois; 98 lbs. 80 dec. being equal to 100 lbs. avoirdupois, and thus divided:

2 Drams	equal to	1 Octave.
8 Octaves	"	1 Ounce.
16 Ounces	"	1 Pound.
32 Pounds	"	1 Aroba.
4 Arobas	"	1 Quintal.
13½ Quintals	"	1 Ton.

The ounce is divided into octaves, scruples, and grains. Diamonds are weighed by carats, of 4 grains; the Portuguese ounce is $139\frac{3}{8}$ such carats, each carat equal to $3\frac{70}{446}$ grains, English troy.

Measures.—The long measures are the covada and vara; the latter is 5 spans, and the covada, three; the span is near 9 inches, so that the covada is about 27 inches English.

The measure for corn, salt, and other dry commodities, is thus divided:

2 Outavas	equal to	1 Quarto.
2 Quartos	"	1 Meyo.
2 Meyos	"	1 Alquiere.
4 Alquieres	"	1 Fanega.

The alquiere measures 817 cubic inches, and 50 alquieres make 19 English bushels.

The liquid measure is thus divided:

4 Quartillos	equal to	1 Canada.
12 Canadas	"	1 Almude.
18 Almudes	"	1 Baril.
26 Almudes	"	1 Pipa.
2 Pipas	"	1 Tonelada

The almude is reckoned equal to 4½ English gallons.

RIO DE LA PLATA.—The chief places on this river visited by India ships are Maldonaldo, Monte Video, and Buenos Ayres.

MALDONALDO, on the N. side of the river, is in latitude 34° 58′ S., longitude about 54° 45′ W. The harbour is safe, with depth for ships of any size, and partly sheltered from the sea by the island Gorelli. The town is at a short distance, pleasantly situated; the houses are mean.

Provisions and Refreshments.—Bullocks are good, plentiful, and cheap. Fruits are abundant.

MONTE VIDEO, in latitude 34° 53′ S., longitude 56° 1′ W., is about 22 leagues W. of Maldonaldo. The harbour where ships moor in 2½ and 3 fathoms, is on the E. side of the mount, which gives its name to the town, situated to the E. of the harbour. The houses are good, the streets are constructed at right angles, and the town is well fortified. The only landing-place is within the harbour, at a stone pier.

Trade.—The exports from Monte Video to Great Britain in the year 1821 amounted to £25,772, official value, consisting of articles enumerated under Buenos Ayres; the imports from thence, of foreign and colonial merchandize, amounted to £169, principally spirits; of British and Irish produce, the declared value was £30,775:—for the articles see Buenos Ayres.

Provisions and Refreshments.—The market is excellent, abounding with meat, poultry, and fish. The beef (which is fine) and mutton are reasonable. Vegetables and fruits are cheap, and very abundant.

Coins.—Accounts are kept in pesos of 8 reals, subdivided into 16 parts, and also into 34 maravedis. The gold coins are doubloons of 8 escudos, with halves and quarters. The silver coins are dollars, or pesos, Mexicanos of 8 reals, with halves and quarters, eighths (or reals), and sixteenths.

Weights.—The quintal is divided into 4 arobas of 25 lbs. each; the pound into 2 marks, or 16 ounces; the ounce into 8 drams, 16 adarmes, or 576 grains. Merchants commonly reckon 100 lbs. equal to 102 lbs. avoirdupois; but the exact proportion is 123 to 125.

Measures.—The Spanish foot is 11⅛ English inches; it is divided into 12 pulgadas, each 12 lines. The fanega is a measure for corn, &c. containing 12 celemins; and 5 fanegas are equal to one English quarter.

BUENOS AYRES is on the S. side of the River Plate. To the E. it is bounded by a small river, and to the N. and W. by gardens and orange groves. The castle or fortress is in the centre of the town. The streets are regular, and the houses lofty. The Plaza del Tauros, for bull-fights, is at the N. W. angle, close to the river, and in the neighbourhood of it are depôts for military stores, &c. Various roads and streets lead into the Plaza. The length of Buenos Ayres is nearly two miles; its breadth about

one. The river is very shallow, so that vessels of burthen cannot approach within 8 or 10 miles; and goods are conveyed to land in craft drawing little water, the expence of which is paid by the consignees.

Trade.—The exports to Great Britain in 1821 were bark, unwrought copper, ostrich feathers, horse-hair, hides, skins, tallow, sheep's wool, &c. to the official amount of £247,320. The imports were, 1st, foreign and colonial piece-goods, spirits, tobacco, &c., amounting, in official value, to £37,058; 2d, British and Irish produce, *viz.* cottons, woollens, linens, silks, glass and earthenware, hardware, cutlery, apparel, beer, upholstery, &c., copper and brass, cordage, haberdashery, hats, iron, leather, plate and plated ware, jewellery, &c. to the amount of £560,276, in declared value.

Port Charges appear lower here than at Rio de Janeiro. The vessel which touched at that place in 1818, visited Buenos Ayres, at which port the amount of charges was 150 Spanish dollars, 7 reals, comprehending port charges inwards, manifest-fee, Consul's duty and certificate of crew, bill of health, notary's fees and stamps.

Duties.—These are continually fluctuating. In 1818 they were about 30 per cent.

The ports on the other side of Cape Horn, which are beginning to be visited by East India vessels, and to be resorted to by merchants as a convenient medium of remittance from India, are Valparaiso, Coquimbo, and Copiapo on the Chili coast; Lima, in Peru; and Acapulco, in Mexico, properly in North America. The unsettled state of the Governments in these countries, and the imperfect knowledge we have of their regulations, which frequently fluctuate, prevent a very accurate account of them.

VALPARAISO is in latitude 33° 1′ S., longitude 71° 31′ W., situated in a bay of the South Pacific Ocean. It is large, and would be larger, but the mountain at the foot of which it is built, obstructs its extension. The proximity of this port to Santiago has drawn hither all the commerce. The harbour is free from dangers, except to the N. E. of Los Angelos, where is a sunken rock, a cable's length or two from land, which must be carefully avoided. Valparaiso, as well as Santiago, the capital, sustained considerable damage by the earthquake in November, 1822.

Trade.—The demand for British merchandize, as well as Indian piece-goods, is fast increasing. The chief articles of the former are enumerated under Buenos Ayres. The foreign and colonial imports from Great Britain (quicksilver and spirits), amounted, in 1821, to £15,137; the British and Irish produce to £346,517. Piece-goods from India met with a very favourable market in 1821; a quantity of cinnamon, cassia, and Bengal rum was

brought back to Calcutta, for want of sale, in 1821–22. Coffee was largely in demand. The exports to Great Britain in 1821, amounted to £32,421, chiefly almonds, bark, cocoa, copper, hides, skins, tin, &c.

Regulations.—By a Chilian proclamation in 1820, it is declared that Valparaiso is established as a general intermediate port of the Pacific; so that vessels trading with countries between Chili and California, may freely enter, anchor, and depart, repair damages, or obtain necessaries, under protection of the Government. Goods may be landed and deposited in the Government stores, without specification of contents, and a receipt given for them by the magistrate, on presentation of which, and payment of two reals per package, weighing two quintals, (for 6 months), the goods will be delivered for re-embarkation. If they be intended, either wholly or in part, for consumption in the country, they will be liable to duty on landing.

Duties.—These are continually varying, through the necessities of the Government. In 1818 they were generally 34½ per cent. upon the selling prices, and on some articles 100. In 1821 the duty on Indian piece-goods was 33 per cent. on the sale price. The duty on bullion is high to foreigners; but it is said that the miners may ship copper and other produce of the mines, duty free, and import foreign goods, purchased therewith, also duty free.

Port Charges amounted, in 1819, on a ship of 600 tons, to 72 dollars.

COQUIMBO, in latitude 29° 56′ S., longitude 71° 15′ W., and COPIAPO, in latitude 27° 19′ S., longitude 70° 50′ W., are ports to the N. of Valparaiso. The town of Copiapo was destroyed by an earthquake about four years since, and another is now built, about 10 leagues from it, near the Cordilleras. The country about Copiapo and Huasco, another port on the mine coast, in latitude 28° 27′ S., longitude 71° 9′ W., is extremely barren. The harbours in this part of the coast are generally small bays, under high land, which shelters shipping from S. E. winds that blow on all the coast constantly from 10 A. M. to sunset. Ships lie close to the shore very safe, except when a N. wind sets in, which is rare.

Trade.—The W. ports of South America have furnished a large supply of copper to India, in part payment of the exports thither; the other part is paid in bullion. There are many hundred mines of copper wrought in Chili. The annual produce has lately risen to upwards of 60,000 quintals. The greatest part goes to Calcutta; a small quantity to China; the rest to Europe and America. It is said that about 250,000 pieces of cotton goods are annually consumed in Chili, and that 200,000 pieces would meet a ready sale; but the market has been glutted with English as well as India goods. Few other descriptions of India commodities are calculated for the Chili

market, except small quantities of the inferior sorts of Bengal indigo. There is an increasing demand for China goods; but tea is almost excluded, by the fondness which prevails for la yerba, or herb of Paraguay, a decoction of which is drunk universally in Chili, and is preferred to tea throughout great part of South America. Previous to the revolution, Chili consumed a quantity equal to more than two millions of pounds of this article. Besides its metals, Chili produces several articles suitable for exportation, among which are Chinchilla skins, the procuring of which affords employment, for four or five months in the year, to many persons who hunt the animals among the hills adjoining Coquimbo, Huasco, and Copiapo. They are not met with S. of Coquimbo.

The copper trade of Chili is thus conducted:—Goods are sent from England or Calcutta adapted to the Chili market, and consigned to British or American merchants, resident at Santiago. The returns can be made only in bills, specie, or copper. If the last be preferred, the consignee at Santiago writes to his correspondent at Coquimbo, that a ship will call at such a time on the Coast for so many quintals of copper, which the latter purchases at a specified price by the appointed day, and draws bills upon Santiago for the amount. The consignee and his correspondent charge their respective commissions.

The beneficial operation of free trade was never more visible than in Chili since the revolution, as the following table of prices will shew:—

ARTICLES.		Prices in 1821.	Former Prices.
Copper, per quintal..	Dollars	12 to 13	6½ to 7
Steel, ditto..........	„	16	50
Iron, ditto..........	„	8	25
Wheat, per fanega..	„	2½	5
Beans,....ditto	„	5	6
Jerked Beef, per quintal	„	7 to 7½	10
Grassa, or soft fat, per botica, of 50 lbs.....	„	6 to 6½	8

ARTICLES.		Prices in 1821.	Former Prices.
Fine Cloth, per yard	Dollars	12	23
Coarse Ditto, ditto	„	3	5
Printed Cotton Goods, do.	Reals	2½ to 3	18 to 24
Velveteens,..ditto	„	2	26
Crockery, per crate	„	40	350
Hardware, ditto	„	100	300
Glass, ...ditto	„	100	200

Duties.—These are represented to be equal to 35½ per cent., on a valuation nearly 30 per cent. lower than the market price. Copper pays a duty of two Spanish dollars per quintal.

LIMA.—This city, in latitude 12° 15′ S., longitude about 77° W., is delightfully situated in the Valley of Rimac; its walls are washed by a river, over which is an elegant stone bridge. The Cordilleras of the Andes are towards the N. It has many ornamental buildings, churches, convents, colleges, nunneries, besides bronze fountains, &c. The streets are broad, clean, well-paved, and at right angles. Most of the houses have gardens, refreshed with water by canals. The houses are built mostly of wood, and

the walls of oziers or canes, wattled, covered with clay painted, as a precaution against earthquakes, which are frequent. The trade of Lima is carried on through its seaport, Callao, distant about 5 miles. This town is not more than 9 or 10 feet above the level of high-water mark; the streets are in a line, but dusty. The public buildings are not splendid, but neat. On the N. side are the warehouses. The Castle is in latitude 12° 3′ S., longitude 77° 2′ W.

Trade.—The exports from Lima and the Coast of Peru to Great Britain, in 1821, amounted, in official value, to £9843; the articles were bark, rhatany root, tin, and cotton-wool. The imports from thence into Lima and Arica consisted of foreign merchandize, chiefly quicksilver, to the official amount of £39,316; and British and Irish produce to the declared amount of £127,499, consisting of similar articles to those specified under Buenos Ayres. The trade between the two countries is, however, rapidly increasing.

Duties.—By the commercial regulation of 1821, free admission to the ports of Callao and Huanchaco is granted to friendly and neutral nations, and the following duties fixed:—on all imports, 20 per cent. on the current prices of the goods, settled equitably each month by inspectors. Three-fourths of the duty belongs to the State; the other is for the dues of the Consulate. Imports under the flag of Chili, Provinces of Rio de la Plata, and Colombia, pay 2 per cent. less to the consulate, but the same to the State. Imports under the Peruvian flag pay 13 per cent. to the State, and 3 to the Consulate. Foreign manufactures, directly prejudicial to the industry of the country—as clothes, made up, tanned hides, boots and shoes, household furniture, coaches, saddles, and other made-up articles; as well as woollens, iron-work, candles, and gunpowder—pay double duties. Quicksilver, agricultural and mining implements, warlike stores, (except gunpowder), scientific books and instruments, prints, maps, and machinery of every kind, are exempt from all import duties. Exports pay as follows:—Stamped silver, or specie, 5 per cent. and gold 2½ per cent. when exported in any vessel, three-fifths to the State, two-fifths to the Consulate. The exportation of silver ore, gold and silver in bars, or wrought, is absolutely prohibited. All other produce of Peru is subject only to Consular dues, namely—Exported under a foreign flag, 4 per cent.; under the flag of Chili, Provinces of Rio de la Plata, and Colombia, 3½ per cent.; under the Peruvian flag, 3 per cent.—Goods reimbarked for exportation, after landing, pay 1 per cent.; the import duty paid, to be restored. Eight months' previous notice will be given of any alteration in the foregoing duties and their accompanying regulations.

Regulations.—A copy of the manifest, attested and translated by the Government interpreter, to be exhibited within ten hours after anchoring. If goods are not landed from the ship, it must sail again within six days. A consignee to be named within 48 hours, who is responsible for duties, which are payable by him in three equal instalments. A difference between the invoices and cargo is punished, if remarkable, with confiscation; if inconsiderable, with double duty on the excess.

Provisions and Refreshments.—The bread at Lima is particularly excellent; the mutton and beef are very good; poultry, pork, and fish are plentiful. At the Port of Callao watering is easy; but the wood is a mile or two distant.

ACAPULCO, a port in the South Sea, about 210 miles from the City of Mexico, is in latitude 17° 22′ N., longitude 99° 53′ W. It has one of the deepest, securest, and most commodious harbours in this sea, and almost the only good one on the W. coast of New Spain. The only inconvenience is, that ships must enter by the sea-breeze in the day-time, and go out by the land-breeze at night, which generally succeed alternately, so that vessels are often blown off to sea, after several attempts to make the harbour. The entrance is guarded by a castle. The town is ill-built, and makes a poor appearance. The climate is unhealthy, especially for strangers. The trade with the Philippines passed through this port. The East India commodities are carried by mules from hence to Mexico, and thence by land-carriage to Vera Cruz. Within a league to the E. of Acapulco is Port Marquis, a tolerable harbour.

Trade.—There has been no direct trade between this port and England. A direct traffic with India is commencing, chiefly on account of the precious metals. (*See the Article* Manilla, *in Section* XXVI.) Some cochineal is brought for Indian consumption. Bengal and Madras cotton cloths are in request.

VERA CRUZ, in latitude 19° 5′ N., longitude 96° 26′ W., is a considerable town of Mexico; the houses built with stone and lime, the streets wide, and in excellent order. The harbour is good, and might furnish anchorage for 40 and even 60 ships of war, in 4 to 10 fathoms; but the N. winds are terrible, and often drive vessels on shore. Vera Cruz, as well as Acapulco, is extremely unhealthy to foreigners during the rainy season, from April to October. Earthquakes are frequent here. The town of Vera Cruz has been nearly destroyed during the recent civil conflicts: many of the inhabitants have sought shelter in the small town of Alvarado, which is occasionally visited; but the bar of its harbour is dangerous. Two vessels were last year totally lost on it.

Duties and Charges.—Cargoes from Europe pay $8\frac{1}{2}$ per cent. at the

Spanish Castle of St. Juan de Uloa, and 27½ to the town. A dollar per package is charged for the hospital, and 4½ dollars per ton on the ship. The charge for water is 3 reals per ton; 8 dollars are paid to the Captain of the Port; and 32 dollars per trip are charged for the use of large boats, for landing the cargo. Porterage is extremely expensive.—The aforegoing are the chief expences at the Port, to which the removal of goods to Mexico adds much, as they pay a further duty of about 12 per cent. on their arrival; and the carriage of every horse or mule load, of 2 to 3 cwt., is from 18 to 22 dollars. The goods sold in Mexico pay again another duty on being removed to the provinces; but if they are designed, when landed, for the cities beyond Mexico, an arrangement to save expence may be made at the Port Custom House. The harbour dues at Alvarado are 20 reals per ton; pilotage and other charges in proportion.

Trade.—This was one of the most considerable ports for Spanish American trade, it being the natural centre of the treasure, and the magazine of merchandize between New Spain and Europe. A very convenient commercial report is annually published here, alphabetically arranged, and the average market price affixed to each article. There were no goods exported or imported between Vera Cruz and Great Britain in the year 1821, according to the official books. This place is resorted to by Indian merchants, for the sake of bullion. The produce of this article has diminished, though it is now increasing again; the annual coinage of silver and gold, which was formerly 28 millions of dollars, was, in 1819, 12 millions only.

Coins.—The accounts are kept in Spanish America generally in pesos, or dollars, of 8 reals, each real divided into half and quarter, or into 16 parts, and sometimes into 34 maravedis of Mexican plate. The gold coins are doubloons of 8 escudos d'oro, worth 16 pesos, (with a premium of about 8 per cent.); halves, quarters, &c. in proportion. The quarters are called in Spain, Pecetas Mexicanas. There are also eighths, or reals, valued in Spain at 21¼ quartos.

To express the fineness of gold, the Castellano is divided into 24 carats or quilatas, each of 4 grains, each grain into 4 parts. In silver the mark is divided into 12 dineros, each into 24 grains.

Weights.—The Spanish commercial weights are thus divided:—The pound consists of 2 marks, or 16 ounces; each ounce is divided into 8 drams, 16 adarmes, or 576 grains. The quintal of 4 arobas is equal to 101.44 lbs. avoirdupois.

Measures.—The dry measure is the cahiz of 12 fanegas; the fanega contains 12 celemins, and is equal to 1.599 English bushel, and 5 nearly equal 1 quarter. Of liquid measures, the moyo of wine contains 16 arobas, or cantaras, each 8 azumbras, or 32 quartillos. The aroba of wine con-

tains 4.245 English wine gallons; the aroba of oil is divided into 4 quartillos, or 100 quarterones or panillas, and equals 3.33 English gallons. In long measure, the foot consists of 12 pulgadas, or 144 lines, and equals 11.128 English inches. The palmo of 9 pulgadas, or 12 dedos, equals $8\frac{1}{3}$ English inches. The palmo de Ribeira, for measuring masts, &c. is only 3 inches. The vara, for cloth, &c. is 3 feet, or 4 palmos, equal to 33.384 English inches. The braza, or toesa, is 2 varas; the passo, $1\frac{2}{3}$ vara; the estadal, 4 varas; the cuerda $8\frac{1}{4}$ varas.

*** *Whilst this sheet was passing the press, a decree of the Mexican Government was received, which is to take effect in Europe from November* 1824, *for prohibiting the importation of the following merchandize:*

First Class—*Provisions, Liquors, and other Articles.*—Spirits from the cane, or any other than from the grape; vegetables, roots, and garden-stuffs of all kinds; anise, cummin, and carraway seeds; starch; rice, sugar, and molasses; coffee; salted and smoked meats. Grain—wheat, Indian corn, rye, barley; pulse of all kinds, beans, peas, &c.; green fruit of all kinds, nuts; flour, except into the State of Yucatan, conformably to province decrees; fowls and eggs; soap, hard and soft; hogs' and bears' lard; vermicelli and macaroni; ship-bread and biscuit; common salt; tallow, rough and manufactured; manufactured wax; chocolate.

Second and Fifth Class—*Flax and Cotton.*—Cotton-wool, from any foreign port whatever; cotton thread, No. 60, or above; ready-made clothing of all kinds and descriptions, and parts thereof; ready-made quilts, curtains, table and other household linen, &c.; shawls, or panos de Rebora, of cotton; tape, white and coloured; mattresses and bed-hangings, curtain cords, bed-linen, &c.; linen bags.

Third Class—*Woollen and Hair.*—Ready-made clothing of every description; table-covers (carpets); bear-skins (esalaeinas); common cloths, second and third qualities; cloaks, called sanaps fesadas.

Fourth Class—*Manufactured Silk and other Articles.*—Ready-made clothing of all kinds; embroidery, lace, open work, in metal or in mixtures thereof, &c. Common hides and skins in the hair, tanned, or untanned and prepared; fine skins of all kinds in the hair, tanned or prepared, and manufactures thereof; leather straps (agujetas) of all kinds; upper and sole leather of all descriptions; buck-skins, all colours and preparations; boots and shoes of all kinds, boot-patterns; buckskin breeches, &c.; upper shoes, clogs, &c.; saddles and bridles, and horse furniture; portmanteaus of all kinds; parchment; leather hats and caps.

Manufactures of Clay.—Glazed or unglazed earthen vessels; bricks and tiles of all descriptions; very common queen's ware, glazed or unglazed,

with or without common prints; earthen jars, new or old, of all kinds and sizes.

Metals—Copper in pigs or sheets; lead ditto, in shot; silver and gold plate; epaulettes of all kinds; embroidery of all kinds.

Woods—Wood of all kinds.

COLOMBIA.—The ports of this new Republic, comprehending the N. provinces of South America, are not at present frequented by East India Traders; but the precious metals, and other products of the country, may attract them. It may therefore be proper to subjoin the new tariff of duties, which took effect on the 1st January, 1824.

Duty on Imports.—*First Class.*—Iron in bars, sheets of tin, the same of copper, and paper of all kinds; every sort of medicine, and of surgical instruments; ropes, canvas, tar, cables, cordage, and anchors.

2. Every kind of merchandize, of cotton, wool, linen, hemp, flax, with the exception of those which are mentioned separately, and under other heads.

3. Hats of beaver, wool, cotton, or silk; wax or spermaceti, manufactured or in gross; wines, vinegars, and acids, of all kinds; gold and silver watches, laces *(galonés)*, saddles, cards, and all kinds of European earthenware, and crystal and glass of all kinds.

4. Silks, and all kinds of silk which may be manufactures and productions of Europe; jewels and precious stones, and tanned hides; lace *(encaje)* of thread or silk, wrought handkerchiefs or shawls *(paneulos de punto)*, artificial flowers, ornamental feathers, mirrors, perfumes, essences, and scented waters, dried or preserved fruits, olives, capers, and all kinds of pickles.

5. Ready-made men's and women's shoes, boots; all kinds of household furniture; clothes, ready-made linen; all utensils of copper, brass, iron, steel, and tin; tallow, in gross or manufactured; meal, salted meats, and all kinds of foreign provisions.

The effects in the First Class, from Colonies in national bottoms, shall pay 15 per cent., and if they proceed from Europe or the United States, shall pay 7½ per cent.

The same effects, imported in foreign bottoms from the Colonies, shall pay 30 per cent., and from Europe or the United States, 15 per cent.

The effects in the Second Class, imported in national bottoms from the Colonies, shall pay 17½ per cent., and from Europe or the United States, 10 per cent.

The same effects, imported in foreign bottoms from the Colonies, shall pay 22½ per cent., and from Europe or the United States, 17½ per cent.

The effects in the Third Class, imported in national bottoms from the Colonies, shall pay 20 per cent., and from Europe or the United States, 12½ per cent.

The same effects, imported in foreign bottoms from the Colonies, shall pay 25 per cent., and from Europe or the United States, 20 per cent.

The goods in the Fourth Class, imported in national bottoms from the Colonies, shall pay 22½ per cent., and from Europe or the United States, 15 per cent.

The same effects, in foreign bottoms, from the Colonies, 27½ per cent., and from Europe or the United States, 22½ per cent.

The goods in the Fifth Class, imported in national bottoms from the Colonies, shall pay 25 per cent., and from Europe or the United States, 17½ per cent.

The same goods, imported in foreign bottoms from the Colonies, shall pay 30 per cent., and from Europe or the United States, 25 per cent.

The other kinds of merchandize, not comprised in the classes above expressed, shall pay 25 per cent., if the importation be in national bottoms and from the Colonies; if from Europe or the United States, in the same national bottoms, 17½ per cent.

All kinds of merchandize in general, not comprehended in the classes particularly expressed, shall pay 30 per cent., if in foreign bottoms from the Colonies; if from Europe or the United States, in the same foreign vessels, they shall pay 25 per cent.

Merchandize, of whatever quality or class, the natural fruits of the Asiatic nations, and European establishments in Asia, not dependent on the Spanish Government, shall pay 12 per cent., if in national vessels from those countries, and 20 per cent. when not from Asia direct. If in foreign vessels, direct from Asia, they shall pay 20 per cent.; and if not directly from Asia, 25 per cent.

Merchandize, the produce of the American Continent heretofore dependent on the Spanish Government, directly from the independent nations of this Continent, imported in national or foreign vessels, shall enjoy the abatement of duty respectively granted to those which proceed from Europe or the United States; but merchandize in general, not the produce of this country, if imported in national or foreign vessels proceeding from this same American Continent, are subject to the payment of the duties respectively payable on goods from the Colonies, unless there be particular treaties of commerce which stipulate otherwise, as well with respect to these States, as to the other independent nations of the earth.

SECTION V.

CAPE OF GOOD HOPE.

THIS Colony, situated at the S. extremity of Africa, extends above 500 miles from W. to E., and about 315 from N. to S.; on the W. side to latitude 29° 50′ S., and on the E. side to Great Fish River, or Rio d'Infanta, latitude 33° 25′ S., longitude about 27° 37′ E. The places most frequented by East India shipping, are Saldanha Bay and Table Bay, on the W. side of the Peninsula; and False Bay on the E. side.

SALDANHA BAY is an excellent harbour sheltered from all winds. The entrance is in latitude 33° 6′ S., longitude 17° 58′ E., about 16 leagues N. N. W. of Table Bay, between two small islands. A little farther in is another, which may be passed on either side. On the left going in is Hoetje's Bay, where the ships from the Cape, and American whalers, heave down at a natural pier of granite, and have every facility for repairing.

REGULATIONS. — Before communication with the inhabitants, it is necessary to obtain the Resident's permission to land goods, or procure supplies. At his house accommodations may be had during a ship's stay in harbour.

PROVISIONS AND REFRESHMENTS.—Bullocks are poor and dear; sheep are plentiful and good. Poultry, fruit, and vegetables are to be had. Wood is scarce, as well as good water, especially in the dry season. Fish is plentiful. Reet's Bay is the best place for the net.

TABLE BAY is large, but open to winds from the W., which throw in a heavy swell, though it is now said to be less insecure than is supposed. The Bay takes its name from the Table Mountain directly over Cape Town, at the S. side. The N. front of the mass of rock facing the town is nearly a horizontal line, 2 miles long; the face, rising almost at right angles to this line, is 3582 feet above the level of the Bay. The Devil's Mountain, broken into irregular points, on one side is 3135 feet high; the Lion's Head, a more compact mass, on the other, is 2160 feet high: small rivulets descend into Table Bay and False Bay. The proper anchorage is abreast of Cape Town, the Table Mountain bearing S. W., in 5 to 7 fathoms, about a mile distant from the town. On the projecting

point of land between the great Mouille or Moulin battery, and Three Anchor Bay, under the Lion's Rump, at the entrance of Table Bay, is a lighthouse with a double light. The following directions are given for sailing into the Bay by night. Ships coming from the S. and W. with a leading wind, not making the lighthouse before night, may steer along the coast to the N. E., until they open the lights of the arising land about the Lion's Head, when the two lights will be their breadth open of each other, and bear about E. by N.; they may then haul in towards them, taking care, as they approach, to keep them well open on the starboard bow: steer to the eastward, until the lights come on with each other, *i. e.* are one, or until they bear S. W. ½ S.; they will then be abreast of the N. W. extremity of Table Bay, and may haul in S. by E. or S. S. E., according to circumstances, for the anchorage. When the lights are shutting in by the rising land of the upper Moulin battery, bearing N. W. by W., they will be approaching the outer anchorage, where they may safely anchor for the night, in 7 or 8 fathoms water, fine sand. Care should be taken not to run into less than 5½ or 6 fathoms, unless well acquainted.—Ships from the N. and W. should observe the same directions with respect to passing the lights, &c.—Ships working in with the wind from the S. and E., after being abreast of the lights, should not stand to the E. farther than 2½ or 3 miles, or until they shoal the water to 8 or 7½ fathoms.—N. B. The bearings are all by compass, variation 27 W.

The non-existence of a supposed dangerous shoal, called the *Télémaque*, is now ascertained by survey, 1822.

CAPE TOWN, the capital, is at the head of Table Bay, in latitude 33° 58′ S., longitude 18° 35′ E., on a plain sloping from the mountains. The houses are regular, and the streets intersect at right angles. In one of the squares the market is held; in another the peasants resort with their waggons; a third is used as a Parade for the troops. The Castle is a regular pentagon. The Barracks and most of the Public Offices are within the walls of the Fort, to the body of which there is but one entrance on the town side. The Commercial Exchange is a large and handsome building on the W. extremity of the Parade. The number of inhabitants in Cape Town in 1821, was 18,422.

Trade.—The principal product of the Cape is wine, which of late has greatly increased in quantity. In 1821, the number of bearing vines in the colony was computed to be 22,400,100; and the produce 21,333 pipes. The other articles are oil, aloes, hides, ivory, ostrich feathers, argol, barilla, &c. The exports of merchandize from the Cape to all parts of the world amounted in 1821 to upwards of two millions of rix-dollars, and that of bills to nearly 3 millions; the imports were 6,666,244. The colo-

nists have a great taste for India goods, but have no acceptable returns, except bills. Some traffic is carried on with South America, the West Indies, New South Wales, and the Netherlands; and Chinese goods are imported in foreign vessels.

Duties.—All imports are liable to duty. English produce is rated at 3¼ per cent. on the invoice price: foreign and eastern goods are charged with 10 per cent on the value, whether in a British ship, or in one belonging to a nation in amity. No credit is given to the merchants; nor are fees of any description received by the Officers of Customs, for their own use. The wine-taster charges (but repays to Government) 3 rix-dollars as his fee on each pipe of wine exported, and one rix-dollar for gauging.

Charges.—Both English and foreign vessels pay 2 schillings per ton measurement for the use of the port, if they land the whole or any part of the cargo; if not, 1 schilling per ton. The wharf-charges, for landing or shipping, are as follow: for a horse, 5 rix-dollars; other cattle, 1 rix-dollar; sheep and pigs, ¼ rix-dollar; a pipe, or half a ton, 1 rix-dollar; half a pipe, or other cask, ½ rix-dollar.

Port Regulations.—1. The exact place of the ship, when moored with bower anchor, heavy stream anchor, and buoy ropes, to be taken by bearings and depth of water; and should an accident occur, whereby the ship may drift, or lose anchors, good bearings and depth must be taken at the time, and notified to the Port Office in writing. 2. Within 24 hours after giving security at the Colonial Secretary's Office, lodge the certificate at the Port Office, with your address when on shore. 3. A permit from the Custom-house must authorize shipment or landing of goods, the latter only at the public wharf; and when landed, the goods must be removed within 24 hours. 4. No deserter to be harboured on board: penalty 500 rix-dollars. 5. No seaman to be received on board, without certificate from the King's Chief Naval Officer, nor landman without certificate from the Port Captain, countersigned by the Fiscal; nor any person without due certificate. 6. No person to be left behind without permission from Colonial Secretary; deserters to be notified to the Port and Fiscal's Offices. 7. No specie to be taken out of the Colony without permission; penalty, confiscation of the craft used, and the property, with three times the amount, and imprisonment for 12 months. 8. Boats to leave the shore after gun-fire at night, except on exigencies. 9. Notice to be given at the Custom-house, 2 days previous to sailing from Table Bay, and 3 days from Simon's Bay; and ship's ensign to be hoisted at the main-top-gallant mast-head, 48 hours previous to departure. 10. For violation of any one of the foregoing, a penalty of 500 rix-dollars, in addition to any other penalties.

The Deputy Port Captain, attended by the Health Officer, visits a vessel on its arrival in harbour, to learn particulars; it is his duty to assign situations for anchoring and mooring ships, and to take care that the regulations are duly observed.

Provisions and Refreshments are abundant and at moderate prices, consisting of beef, mutton, and poultry, fruits of many kinds, and excellent vegetables. The seeds of the latter are often carried to India for presents, or as an article of trade. The water, which is good, is brought to the pier by pipes, where boats may lay and fill with a hose, or country boats will bring water to the ship. Firewood is scarce and dear. Fish is abundant in the town during fine weather.

Coins.—Accounts are variously kept: occasionally the English mode is adopted; sometimes they are kept in Guilders or Florins of 20 Stivers, or 320 Pennings; also in Rix-dollars, divided thus:

2 Stivers equal to..........................1 Dubbeltjee.
3 Dubbeltjees ....1 Schilling.
8 Schillings ....1 Rix-dollar.

The Rix-dollar is a paper currency, generally reckoned at 3s. 4d., but varying according to the quantity of specie in the Colony. There is no metallic currency except English Penny-pieces. Bills on England, at 30 days' sight, are generally considered equal to cash, particularly Government Bills. The following are the rates at which foreign coins pass:

	Sterling. £	s.	d.	Schillings.	Stivers.
Guinea.................at	1	2	0 or	44 or	264
Doubloon, 16 Spanish Dollars	4	0	0 ...	160 ...	960
Johannes, 8 Ditto	2	0	0 ...	80 ...	480
Ducat and Venetian Sequin	0	9	6 ...	19 ...	114
Gold Mohur	1	17	6 ...	75 ...	450
Pagoda	0	8	0 ...	16 ...	96
Spanish Dollar	0	5	0 ...	10 ...	60
Rupee	0	2	6 ...	5 ...	30
English Shilling	0	1	0 ...	2 ...	12
Copper Penny	0	0	1 ...	0 ...	1
Paper Money.					
Rix-dollar	0	3	4 ...	8 ...	48
Dutch Schilling	0	0	4½...	1 ...	6

Weights and Measures.—The English are mostly used, except for Wines. These are sold by the Aum and Leager. One Leager is 4 Aums, or 388 Kannes.

HOUT BAY has been pronounced the safest and most commodious harbour in South Africa, except that of Saldanha, and described as being 14 miles from Cape Town, as affording beef, vegetables, and plenty of water, with clear ground and good anchorage; but, in opposition to these

advantages, which are somewhat highly coloured, it has been proved, upon a regular survey, ordered by the late Commissioner, Sir Jahleel Brenton, and taken by Mr. Goodridge, the able and well-informed Master Attendant of His Majesty's Naval Yard at Simon's Town, that the bay could not be land-locked till the water was too shoal even for a vessel of 100 tons; that it was fully exposed to the fury of a S. W. gale, the worst known on this part of the coast; and that a strong S. Easter brought down such flurries from the mountains, as to make at times all entrance into, or return from it, equally difficult and dangerous.

FALSE BAY is formed by the Cape of Good Hope on the West side, and Cape False, or Hanglip, on the East; distance between them about 5 leagues, and to the sandy beach at the North end, a mile or two more. Four leagues, about N. N. W. from Cape Point, and two from the N. W. corner of False Bay, or Muysenburg, near the foot of the highest mountain on the coast, called *Simon's Berg*, is situated

SIMON'S BAY, in latitude 34° 15′ S., longitude 18° 28′ E., an excellent harbour for ships during winter, when Table Bay is unsafe, and where, at all times of the year, if moored well in, they can be sheltered from all winds. The Bay and Town are protected by batteries from the N. W. and S. E., and both town and neighbourhood have considerably increased and improved within the last ten years, since becoming the principal, and indeed only naval station in South Africa. The Naval Yard is now equal to performing almost every service which His Majesty's ships may require, having been rendered so under the auspices and direction of the late Commissioner, Sir Jahleel Brenton, to whose unwearied zeal and perseverance, aided by excellent officers under him, not only the Yard, but Simon's Town and Bay in general are largely indebted. There are no docks; but ships can be hove down, and frequently have been so, with perfect ease, convenience, and security. Boats may communicate with shipping in the Bay in the worst of weather, from the general smoothness of the water, and the anchorage, which is very good, being so near the shore. They may likewise lay at all times with safety alongside the Wharf, to which an abundant supply of excellent water is brought by pipes, and conveyed into the casks with ease. The town is full of small warehouses or stores, supplied by the merchants of Cape Town, most of whom have agents here; and from many gardens to the S. E., as well as farms in the neighbourhood, behind the hills, there are now large quantities of vegetables grown, for the use of shipping. The hotels and inns in Simon's Town have lately much improved; ample means of conveyance are provided to and from Cape Town; and the road between the two places has been made so good under the administration of Lord Charles Somerset, the present Governor, that any sort of carriage may be used thereon with perfect ease and safety.

Provisions and Refreshments.—Except the vegetables before mentioned, hay in some quantity, with a small supply of poultry from the neighbouring farms and cottages, and good mutton in plenty, any other provisions required must be procured from Cape Town; and as waggon-hire is expensive, a ship's disbursements, as far at least as such provisions are concerned, will certainly be heavier here than in Cape Town; but the wear and tear of all sorts in the ship herself will be so much less, and her security so much greater in Simon's than in Table Bay, particularly during the winter months, that such waggon-hire is, comparatively speaking, of little importance. Moreover, boat-hire is cheaper; in fact, ships may do every thing easily with their own boats; and they may also procure from Hottentot's Holland, on the other side of False Bay, opposite to Simon's Town, poultry and other refreshments at cheaper rates than in Cape Town; whilst the whole Bay abounds with excellent fish of various descriptions, easily procurable.

Trade.—Few vessels enter this Bay with commercial views.—The tonnage in 1821 was 15,000 tons, chiefly to refresh.

MOSSEL BAY is open to S. E. winds, but they seldom blow home, and never for any long period. S. W. winds throw in the greatest swell. Cape St. Blaze, forming its S. extremity, is in latitude 34° 10′ S., longitude 22° 18′ E. The marks for anchorage, which is good, are Seal Island N. W. by W., the Corn Magazine S. W. by S., and the outer point S., in 7½ fathoms water, about three-quarters of a mile from the shore. There is a Resident, who has charge of the Corn Magazine, a strong and capacious building; and there is some trade at this place, both with the neighbouring farmers and with George Town, in the district of which it is situated.

Provisions and Refreshments are best procured by application to the Resident, unless you are acquainted with the language. Beef and mutton are to be had from the neighbouring farms, together with fruit and vegetables, but the latter are not plentiful. Fish is abundant, including good oysters and muscles at certain seasons. Brushwood is procured near the bay; but large timber, though in the neighbourhood, is not easily obtainable, except through the farmers. Water is got from a spring near the landing-place, and conveyed into the boats by a hose.

PLETTEMBERG BAY is an open roadstead; but the anchoring ground is good, in 17 or 18 fathoms. Seal Cape, or Cape Delgado, the S. W. point of the Bay, is in latitude 34° 6′ S. and longitude 23° 48′ E. The landing-place is on a sandy beach, near the Resident's house. Here are a Timber Magazine, and a Barrack for troops, but both in ruins.

Trade.—The trade here is very inconsiderable, and not likely to increase.

Provisions and Refreshments are best procured at a farm-house, a short way up a small river, whose entrance is generally closed by a sandy bar. Beef, mutton, and fowls may be had here; fruit and vegetables are rather scarce; fish is abundant. Watering is inconvenient; the casks must be rolled nearly 300 yards over a heavy sand, and rafted through a surf that frequently breaks high.

ALGOA, or ZWARTKOP'S, BAY extends about 10 leagues from Cape Recife, or Rocky Cape; its S. W. point in latitude 34° 2′ S., longitude 26° 40′ E., to Cape Padron, its N. E. extreme. The common anchorage is off the landing-place, in 7 fathoms, about three-quarters of a mile from the shore, Baker's River bearing W. ½ S.; the outermost point of the land S. by E. But you may anchor in any part of the Bay, and chuse your depth of water. On the north side of the river, a block-house, surrounded with a palisade, defends the landing-place, and was originally intended to keep the Caffres in awe. The common landing-place is at the block-house. In the neighbourhood of this Bay, the small town of Bathurst has lately been built.

Provisions and Refreshments are best procured by applying to the Commanding Officer of the troops stationed here, who will send round to the farmers. Most of the traffic is in exchange for supplies with the farmers. The cattle are large and fat; sheep at reasonable prices; poultry equally cheap; and from the stores salt provisions, spirits, and grain might be obtained by a vessel in distress. Vegetables are in small quantities; dried fruits in abundance. Roman snappers, and other fish, are caught near the islands and rocks. Fire-wood is procured a few miles up the country. There is a good spring of fresh water 100 yards within Baker's River; and about three-quarters of a mile to the S. is Baker's Fountain, from whence, with a W. wind, casks may be easily rafted off.

Before concluding this article, it may be proper to state, that the gentleman to whom we are indebted for much of the information relative to Simon's Town and Bay, has lately submitted a plan to the Secretary at Lloyd's, for erecting and supporting lighthouses near Simon's Town, on the Cape Point, Cape Lagullas, Cape St. Blaze, and Cape Recife, with signal stations at the intermediate points, for the purpose of forming a chain of posts along a principal part of the South Coast of Africa, devoted entirely to the preservation of lives, vessels, and cargoes, when in their neighbourhood; and whilst reflecting with him upon the number and value of each annually lost in passing and repassing the Cape of Good Hope, we cannot but wish success to his plan, and that it may in due time engage the attention of Government.

SECTION VI.

EAST COAST OF AFRICA.

NATAL.—The Rio d'Infanta, or Great Fish River, bounds the coast of Natal to the S. The only place frequented by Europeans is

PORT NATAL, in latitude 29° 56′ S., longitude about 31° 30′ E.; the coast generally high. The river is wide at its entrance, but fit only for small vessels. The bar is very dangerous, having only 5 feet at low water. The sea rises but 5 feet more, except in September and October, when at high water 12 feet are found. The course on the bar is to the S. W., the swell being very great; but as it is very narrow, two or three seas will carry over, and then the water deepens to 3, 4, and 5 fathoms. About a mile within the river, over against a piece of barren ground at the declivity of a hill, there is anchorage in 4 fathoms, at a cable's length from the shore. It is best to moor with hawsers to the rocks on shore.

TRADE.—The little traffic is with the Portuguese from Mozambique. The natives appear inoffensive, but generally go armed with lances, bows, and arrows.

PROVISIONS AND REFRESHMENTS.—The bullocks are large and good, and poultry plentiful, exchanged for buttons, iron hoops, &c. The river abounds with fish, and turtle is found.

DELAGOA BAY, Bay of Lorenzo Marques, or Bay of the Holy Ghost, is 7 leagues broad from E. to W., and nearly 20 deep from N. to S.; but the channel, on account of the shoals, is not more than 5 miles broad. The N. point, or Cape St. Mary's, the N. E. point of the island so named, separated by a narrow rocky channel, is in latitude 25° 58′ S., longitude 33° 15′ E. The chief rivers in the bay are Manica, Delagoa, or English River, and Machavanna. The first and northernmost is choked with mud at its entrance. The second, the only one frequented by English vessels, has a bar, with about 15 feet on it at low water. The third and southernmost is about 8 leagues from Delagoa River, and not navigable for ships; but boats drawing only 6 feet, can go 30 leagues above its entrance, where the traffic is carried on. Delagoa River is much frequented by South Sea whalers, as the bay abounds with whales, and is very safe and commodious. It is navigable by vessels drawing 12 feet water, for 40 miles. Ships com-

monly lay about 2 miles up, where they have good depth of water, and are secure from all winds. The natives are Caffres, apparently harmless and good-natured, but cunning, and ask treble the price of their goods. They are great beggars, particularly on the N. side. Higher up the river, the natives are more dangerous than in the bay, and caution must be used whilst trading with them.

TRADE.—A considerable trade was formerly carried on at the rivers for elephants' teeth and gold dust, which has decayed. The Portuguese send here a ship occasionally from Mozambique, and the Parsees of Malabar have sent some small vessels freighted with beads, buttons, cutlery, piece goods, &c. The returns are principally elephants' teeth, (which the natives set a high price upon), ambergris, gold dust, and hippopotamus' teeth, which may be purchased cheap. Coarse blue cloth is the kind of piece-goods most esteemed here.

PROVISIONS AND REFRESHMENTS are plentiful and reasonable. A kind of master-attendant, called king of the water, informs the chief of the arrival of a ship; and no bullock can be purchased till he comes down to the landing-place, and receives a present of old clothes and liquor. He returns a bullock, after which supplies are obtained daily. The master-attendant remains on board ship as long as you please, and will accompany any officer on shore to trade. The beef is very good. A bullock of 3 or 4 Cwt. may be purchased for a piece of coarse Surat piece-goods; a fowl for an iron hoop, or two metal buttons; vegetables and fruit for old clothes, empty bottles, &c. Turtle is met with. Fire-wood and water are easily procured. Excellent fish abounds in the bays and rivers, and which the natives sell for a mere trifle.

From Delagoa Bay to Cape Corientes, in latitude 24° 1′ S., longitude 35° 51′ E., the coast is seldom visited by Europeans, and little known.

INHAMBAN BAY AND RIVER.—The E. extremity of the bay is 5 leagues to the N. of Cape Corientes; 3 miles to the W. of which is the entrance of the river, in latitude 23° 47′ S., longitude 35° 52′ E.; but on account of the numerous shoals in the bay, it is frequented by small vessels only. The town is about 8 miles from the entrance of the river. A Portuguese Resident is here; but the trade is inconsiderable, consisting of gold dust, ivory, &c.

SOFALA.—This town is situated up a river, (on its N. side), navigable by small vessels only, having a bar at the entrance, with only 12 or 14 feet on it at low water. The fort is on a point of land, insulated at high water, in latitude 20° 15′ S., longitude 34° 45′ E., 4 miles from which is the anchorage, in 5 fathoms, the flag-staff bearing N. 33° W. Ships should

not enter without a pilot. Dangerous shoals lay to the S. of Sofala. A Portuguese Resident is stationed here; and some merchants procure ivory, gold dust, &c. for the ship annually from Mozambique.

TRADE.—The gold procured in the neighbourhood is considerable. The Arabs trade with this part of the coast. Wherever the Portuguese have Residents, a guard is placed on board a vessel, to prevent illicit traffic; but, by favour of the Commandant, trade may be carried on at most of those places: they are all subordinate to Mozambique.

Care should be used in communicating with the natives on the less frequented parts of the East Coast of Africa: the acts of slave-dealers have prejudiced them against Europeans.

PROVISIONS AND REFRESHMENTS.—Bullocks and poultry may be had of the natives cheap; but the Portuguese charge dearer for supplies. Fruit, vegetables, and fish are plentiful.

GREAT CUAMA RIVER, called by the natives Zambize, is in many places more than a league broad, and divided, about 20 leagues from its mouth, into two branches, the S. of which is called Lacabo, also divided into two; the other is called Quilimane. The entrance of the former is in about 19° S. latitude; that of the latter in 18° 10′ S., longitude 37° 30′ E.

QUILIMANE.—This town is on the N. side of the river, about 5 leagues from its mouth, which has a bar, with 2½ fathoms on it at low water. Mozambique-vessels here discharge their cargoes into small boats for Sena, the principal settlement, 60 leagues distant, in latitude 17° 37′ S., where large quantities of gold, (of 19 carats only), ivory, wax, rhinoceros' horns, and hides, are annually procured. The Africans, from great distance in the interior, come hither to purchase European and Indian goods for gold, which is very plentiful.

MOZAMBIQUE. This island, in latitude 15° 1′ S., longitude about 40° 46′ E., is the chief settlement of the Portuguese on this coast. The harbour is good, formed by the Islands of St. Jago and St. George, to the S. of its entrance, and that of Mozambique, about 3 miles to the N. W. of the others. Mozambique is small, about 3 miles in circumference, to the W. of which is the harbour. Ships generally anchor within St. George's Island, and wait for a pilot to carry them to the proper anchorage. The town is strongly fortified. Many of the houses are well built, but most are huts. Within the fort is a large cistern for water, which is scarce.

TRADE.—This has long been the emporium of the Portuguese slave-trade. Their vessels generally stop here in their voyages to and from India, with which a considerable traffic is carried on in vessels under Portuguese colours, or Anglo-Indian ships. The Portuguese put a guard on

board vessels, to prevent illicit trade; but by proper management this restraint may be evaded. Much gold is annually brought here from Sena and Sofala, and ambergris, ivory, columbo-root, tortoise-shell, and cowries are plentifully procured. The chief article of export hither, from British India, is piece-goods, of various kinds, principally from Bombay; and ivory is the chief return.

Provisions and Refreshments are dear, Mozambique being dependent upon Madagascar and other places for supplies. There are but two good wells of water, one on the island, the other on the main. Wood is procured from the main, where the Portuguese have gardens of vegetables and fruits.

Coins.—The coins current are Spanish dollars, crusados, and testoons, 4 testoons making 1 crusado, the exchange of which with Spanish dollars varies from 250 to 270 crusados per 100 dollars.

Weights.—The weights are the frazil and the bahar, 20 of the former making 1 of the latter, which is considered equal to 240 avoirdupois pounds.

COMMODITIES PROCURABLE AT MOZAMBIQUE.

Amber, (*Cah-ruba*, Hind. & Pers.), is met with on this coast, generally in irregular masses of yellowish brown colour. It should be in fine hard pieces, clean and transparent; the smell, when rubbed, fragrant and pleasant; it should attract light substances, as straws, hairs, &c. The foul and opaque should be rejected. The Caroba, or Amber of the bazars, is imported from Bussorah, and is a resin, supposed to be real copal.

Ambergris (*Amber*, Hind. *Ambara*, San.), a concrete substance, light, inflammable, soft and tenacious like wax, slightly odoriferous, generally in solid masses, rough and uneven when broken, and frequently containing pieces of shells and other substances. It is found on various parts of the E. Coast of Africa, as well as in the eastern seas. Its origin is not exactly determined. It is often adulterated. The best is ash-coloured, with yellowish and blackish veins and spots, scarcely any taste, and very little smell, unless heated, or much handled, when it yields an agreeable odour. When exposed to the flame of a candle, in a silver spoon, it melts without bubble or scum; it swims on water; if a small piece is laid upon the heated point of a knife, it should melt entirely away. The Chinese try its genuineness by scraping it fine upon boiling tea, when it should dissolve, and diffuse generally. The black, or white, is bad; the smooth, uniform, and apparently pure, is commonly factitious. It is used principally by perfumers, and varies much in price.

Columbo Root, (*Kalumb*, Mosamb.), a staple export of the Portuguese, grows naturally and abundantly in the forests on the Mozambique coast,

and inland: the plant is considered to be a species of *Menispermum.* It is highly esteemed by the Africans. Columbo is procured in circular pieces, from half an inch to three inches in diameter, of different thicknesses; the bark wrinkled and thick, externally a greenish brown, and a light yellow within; the pith spongy, yellowish, and slightly striped; when fresh, rather aromatic; pungent and disagreeably bitter, somewhat resembling mustard kept too long. Chuse the largest pieces, fresh, of a good colour, as free as possible from worms; reject the small and broken. The best mode of packing is in cases, filling the interstices with fine dry sand. The freight of Columbo is calculated at 16 Cwt. to the ton.

Cowries, small glossy shells, used in Bengal and other parts of India as currency. They are also brought from the Maldives. They are bought at Bombay by the Surat Candy (746½ lbs.), and sold by tale, 40 to 50 puns for a rupee. Cowries should be chosen small, clean, white, and glossy; rejecting the yellow, large, and those without lustre. The freight is calculated at 20 Cwt. per ton.

Elephants' Teeth.—The Mosambique teeth are sometimes preferred to those from other parts; but the Ceylon are said to be larger, whiter, and of a finer grain than any from India or Africa. They should be chosen large, straight, solid, and white, free from flaws or decay, and not very hollow in the stump. In India, the hollow part is frequently sawed off to make bangles. At Surat and Cutch, where the Mosambique teeth are preferred, they are thus sold:—those above 16 seers' weight, by the maund of 40 seers; under 16, and not under 10, by that of 60 seers; under 10, and not under 5, by that of 80 seers; under 5, by that of 160 seers. The trade in London divide Elephants' teeth into six sorts or qualities, *viz.*—1, those weighing 70 lbs. and upwards; 2, from 56 lbs. to 60 lbs.; 3, from 38 lbs. to 55 lbs.; 4, from 28 lbs. to 37 lbs.; 5, from 18 lbs. to 27 lbs.; 6, all under 18 lbs., which are termed scrivelloes. In Europe, the African teeth are most esteemed, as being of a closer texture, and less liable to turn yellow than those from India. In purchasing them, the very crooked, hollow, and broken at the ends, and those cracked, should be rejected, and care taken that lead, &c. be not inserted in the hollow. The freight is reckoned, in the Company's ships, at 16 Cwt. to the ton.

Elephants' Hair, from the tail, is stiff and smooth, of a glossy black colour, 14 or 15 inches long, the size of small iron wire, solid, of a horny nature, very tough, and will bear to be tied or doubled without breaking, (though some are brittle), and therefore useful for making beards to fish-hooks. They make neat ornaments for rings, broaches, &c.

Hippopotamus' Teeth are procured only in Africa. They are long, crooked, and sharp, sometimes 12 or 14 inches long, weighing 8 or 10 lbs.,

of a harder and whiter substance than elephants' teeth, and do not turn yellow so soon; they are therefore preferred for making artificial teeth. Choose them large, straight, and free from cracks and flaws: those under 2 lbs. weight are of little value.

The hide of the animal makes excellent whips.

Tortoise-shell is only obtained from that species of sea-tortoise called the hawk's bill, esteemed merely for its shell, the plates of which are far stronger, thicker, and cleaner than in any other kind. The shell is somewhat heart-shaped, consisting of thirteen plates or divisions, surrounded by twenty-five marginal pieces; of the former, there are four on each side, and five on the back, the last bent in the centre; of the side plates, the two middle are most valuable, being largest and thickest; those on the back and margin, denominated *hoof*, are comparatively of little value. Tortoise-shell should be chosen in large, thick plates; free from cracks, carbuncles, or barnacles; clear, transparent, and variegated. The crooked, broken, and small plates should be rejected. A peculiar kind, said to be met with in the Maldives, is very superior, being very dark, smooth, and beautifully variegated, often with natural figures in it. At the Cape of Good Hope, a small land-tortoise is common, the shells of which, about three inches in diameter, are very beautiful, and made into snuff boxes. The freight of tortoise-shell is computed at the rate of 20 Cwt. to a ton.

QUERIMBA, which gives name to a chain of islands extending as far as Cape Delgado, along the coast, is in latitude about 12° 20′ S. and longitude 40° 58′ E. It may be distinguished by palm-trees on its N. point, and a white sandy beach, with a large house serving as a fort. There are on this island about thirty well-built houses, scattered like farms.

Trade.—The Arabs occasionally dispose of piece-goods and a few other articles here, receiving corn, cowries, tortoise-shell, and provisions.

MACALOE.—The harbour is about 18 leagues to the N. of Querimba, and formed between the main land and the Island Macaloe. On the N. side of the point, on the main, is the town, directly opposite the island, where vessels trading here anchor in 7 or 8 fathoms, good holding ground, mud and sand. If it is intended to stop here, a signal should be made for a pilot.

It is essential to state that, in standing through the Mozambique Channel, from the latitude of 12° 30′ S., the land should not be approached nearer than just to see it in clear weather, until in the latitude of Cape Delgado, N. of which, as far as latitude 7° 47′ S., is safe. Most of the small islands are uninhabited.

MONGALLOU RIVER is to the N. W. of Cape Delgado, in latitude 10° 7′ S., and not easily distinguished. The entrance is about a cable's

length wide between the sands, and difficult of access; but it has from 9 to 11 fathoms in the fair channel up to the anchorage above the town, which is a little within the N. point of the river.

Trade is chiefly in the hands of the Arabs.

Provisions are to be procured in abundance, and fire-wood; but good water with difficulty.

LINDY RIVER, about 6 leagues from the former, is large, and easy of access, having many villages around, the chief of which is Lindy, on the N. side. It is said to be an excellent harbour, where provisions, wood, and water may be easily procured.

QUILOA, in latitude 8° 41′ S., longitude 39° 47′ E., is on an island, 6 miles long from N. to S. The harbour is between the island and main, capable of receiving ships of any size, where they lay secure from all weathers. The town is represented as large and well-built; the streets narrow; the fort on one side of the town is strong.

Trade is extensive, carried on by the Muscat Arabs, who bring piece-goods, sugar, arrack, and spices; and receive elephants' teeth, &c. The inhabitants are considered hostile to Europeans, who seldom visit the place.

ZANZIBAR, or ZUNGBAUR, the largest island on this part of the coast, has a beautiful appearance sailing along. Its N. end is in latitude 5° 40′ S., longitude 39° 46′ E. Reefs project from both extremities. The anchorage is in latitude 6° 6′ S. There are two harbours, outer and inner, both fit for large ships. The channel to the latter is very narrow at low water, scarcely three-quarters of a mile wide. The town has some good houses; the rest are huts. The small Arab traders, after discharging, always dismantle, and move into an inner harbour, behind the town, till the return of the monsoon. The island is tributary to the Imaum of Muscat. The inhabitants go armed, and appear timid. The crew of a Calcutta vessel, wrecked near Macaloe in 1819, experienced the kindest hospitality from the Arab Governor of Zanzibar, who furnished them with a house and provisions, the best the island afforded, and sent them to Bombay in his own vessel, free of expence.

Trade.—The inhabitants trade with Mauritius. In their traffic with strangers they prefer buttons, or similar trifles, to coin. An instance is mentioned of their refusal to sell fowls for a guinea, which they readily exchanged for a Marine's button.

Provisions and Refreshments.—The Governor has a monopoly of supplies, and sells them high; but the inhabitants supply refreshments cheaper. They have bullocks, goats, poultry, rice, coco-nut oil, and many kinds of delicious fruits. There is good fishing, and turtle are met

with. Plenty of water is obtained at Fresh-water River, about 4 miles to the E. of the anchorage, by rolling the casks some distance from the beach, and baling out of the stream. At high water, it is rather brackish; it is best therefore to fill with the falling tide, and take off with the flood.

MOMBAS or MOMBAZE.—The port is formed by an arm of the sea, wherein fall several small rivers, and which extends round Mombas Island, situated inside the two points forming the entrance. The town and fort are on the island, a little within the harbour, in latitude about 4° 4′ S., and longitude 40° 2′ E. The town is large; many of the houses are handsome; and the streets straight, but narrow. The Government here is averse to Europeans, and the people treacherous. A ship in want of supplies should proceed to Zanzibar, as Mombas is not tributary to Muscat.

Trade is considerable, and the place much frequented by Arab vessels.

MELINDA.—This town, in latitude about 3° S., and longitude 41° 2′ E., is large, containing some handsome houses and mosques, with ruins of Portuguese buildings. The place of anchorage is at a considerable distance from the town; the coast here is very shallow.

Trade is considerable at this place, which is frequented by vessels from the Red Sea, Persia, and the N. of India, though seldom by Europeans.

Provisions and Refreshments.—Cattle and other articles are plentiful and reasonable.

PATTE, situated at the W. end of an island so named, is in latitude 2° 10′ S., longitude 41° 18′ E. It is surrounded with shoals; a pilot is therefore necessary to take a ship to the proper anchorage, which is at the Island Kringetty, in latitude 2° 8′ S., to the E. of the town. It is seldom visited by Europeans.

JUBA or JOOB.—This small town is situated on an eminence near the side of Govind or Rogues River, in latitude 12′ S., longitude 43° 2′ E. The river has a bar, and the surf beats high upon it; boats may pass over it at high water in the fair season. The perfidy of the natives should, however, exclude Europeans from this place.

BRAVA.—This town is close to the sea, in latitude 1° 8′ N., longitude 44° 10′ E. Several small islands break off the sea, on one of which is a tower, resembling a lighthouse. Inside these islands small vessels lay sheltered, and ships anchor outside, in 7 or 8 fathoms.

Provisions.—Cattle and goats are plentiful; but this place, which is possessed by the Arabs, is seldom visited by Europeans.

MAGADOXA, the principal town on this part of the Coast of Africa, is in latitude 2° 5′ N., longitude 45° 49′ E. It is easily known by three remarkable mosques in the middle, resembling towers. Fronting the town

is a reef of coral rocks, having a sandy beach inside of it. The inhabitants are extremely hostile to Europeans.

Between this place and Cape Gardafui, in latitude 11° 50′ N., longitude 51° 32′ E., there are no ports visited by Európeans. On the coast, between Cape Gardafui and the Straits of Babelmandel, are Barbora and Zeila.

BARBORA, or BURBUREEA, is situated on an island at the bottom of a bay, in latitude about 10° 45′ N., longitude 46° 15′ E. It is a place of considerable trade, and a great fair is annually held here from October till April, the caravans from the interior arriving during that period, bringing large quantities of gum Arabic and myrrh. Olibanum is chiefly produced on the coast between Barbora and Cape Gardafui, and exported, in Arab vessels, from a small port near Cape Felix. A small proportion of these articles reaches Bombay and Europe; the largest part goes up the Red Sea to Egypt.

Trade.—From the fair, Arabia draws much ghee, many slaves, horses, mules, and asses; returning Indian piece-goods, generally sold at great profit. Some Banians from Mocha, Aden, and other parts of India, trade with their respective ports. Many Chiefs in the interior send down caravans of their own, to exchange gold, ivory, &c. for Indian commodities.

ZEILA, or ZEYLA, is at the bottom of a large bay, in latitude 10° 15′ N., longitude about 45° E. It was formerly of considerable importance, and the channel of the Abyssinian trade. It is now seldom visited by Europeans; and on touching for refreshments, treachery should be provided against, as the disposition of the natives along the coast, from hence to Cape Gardafui, is little known. The anchorage for large ships is E. of the Island Sadduckdeen, about 3 or 4 miles N. N. E. of Zeila.

Trade.—Zeila carries on considerable trade with the E. coast of Africa, Mocha, and other ports; importing coarse piece-goods, cardamoms, metals, hardware, spices, sugar, sugar-candy, and various other Asiatic and European commodities; and exporting, in return, ivory, gold, gum Arabic, myrrh, olibanum, ostrich-feathers, rhinoceros' horns, and other articles, the produce of Abyssinia.

Provisions.—Sheep were plentiful and cheap at Zeila when the Egyptian expedition touched there.

SECTION VII.

ISLANDS OFF THE EAST COAST OF AFRICA.

MADAGASCAR.—This island, one of the largest in the world, extends from Cape St. Mary, its S. extremity, in latitude 25° 40′ S., longitude 45° 16′ E., in a N. N. E. direction, to Cape Amber, its N. extremity, which is in latitude 12° 2′ S., longitude 49° 25′ E. It is about 100 leagues from the Coast of Africa; and the sea between, denominated the Mozambique Channel, is much frequented by ships proceeding to India, especially to Bombay.

On this account it is fit to state, that the Chart and Memoir of the Madagascar Archipelago, published by Governor Farquhar, has been declared by Captain Horsburgh to contain some dangerous errors:—1. The bank called the Cargados Garajos is laid down on the Chart as reaching only from latitude 16° 15′ to 16° 29½′ S.; whereas these shoals are ascertained to extend from latitude 16° 9′ to 16° 52′ S., and from longitude 59° 25′ to 59° 50′ E.; the variation 9½ deg. W. The flood sets in the direction of the trade-wind, and continues 7 hours; the ebb sets E., but is of short duration. (*H. M. S. Magicienne*, 1819.)—2. The most easterly group of the Seychelle Islands is omitted in the Chart, among which are Frigate's Isle, Three Sisters, Felicité, and Mariane Islands, which lie far to the E. of Mahé; and being situated on the windward side of the bank, are consequently the first islands visible in approaching with the S. E. trade-wind. 3. Cape Amber is placed 41 miles too far E. in the Chart.—4. Bassas d'India, called Juive in the Chart, is represented as a reef of rocks; whereas it is an island covered with brush-wood and small trees, and 41½ miles further S. than placed in the Chart.—5. Europe Shoal is omitted, which is in latitude 21° 28′ S., longitude 40° 3′ E.—6. John de Nova, and St. Christopher's, are one and the same, though represented in the Chart as two.—7. Chesterfield Shoal is placed in latitude 16° 8′ S., longitude 43° 33′ E., instead of in latitude 16° 19′ S., longitude 44° 7′ E.

The W. side of Madagascar contains many bays and harbours but little known: the only one resorted to by outward-bound East Indiamen is

ST. AUGUSTINE'S BAY.—At the entrance, about 2 miles from

the S. shore, is Sandy Island, in latitude 23° 39′ S., longitude 44° E.; but accounts differ. After passing it, and standing to the E., is seen a high land close to the sea, on the S. side of the bay, and another high land in the interior: the entrance to Dartmouth River is then open. This part of the island is subject to the King of Baba, who resides 12 miles from the bay. Some of his people, called pursers, who adopt English titles, come off to a ship at anchor. Small presents are necessary for permission to get provisions; and if the King come, he must be saluted at arriving and departing.

Provisions and Refreshments are excellent. The bullocks, large and fat, with a hump like Indian cattle, are bartered for English commodities. Provisions are salted thus:—the bullocks killed in the afternoon, are cut up at 2 A. M., salted, and put in casks; about noon, taken out, placed on four thick deals, supported on casks; then four deals laid over the meat, and heavy articles laid thereon, to press out the pickle, for three or four hours: then salted, packed in clean casks, and bunged up. Boiled pickle, with a little saltpetre in it, is poured cold into the casks till full. No good water is obtained, but by sending 4 or 5 miles up the river. Instead of filling the casks at low water, begin to fill here at about a quarter-flood. The river has a communication with the sea at other places; and it is found by experience, that the sea-water brought into the river by the flood-tide, is not discharged till a quarter-flood of the next tide, in St. Augustine's Bay; and for 3 miles up the river, the water is brackish. The river and bay abound with fish. Alligators are occasionally seen in the river, so that bathing is dangerous.

Trade.—The articles of barter for supplies are gunpowder, muskets, looking-glasses, cutlery and utensils, glass beads, arangoes, and artificial coral beads. Silver is in request, and generally preferred to gold.

MOROUNADAVA, in latitude 20° 10′ S., is a place of some trade, where refreshments may be had, and water from the rivers adjacent to the roads. It is exposed to all winds from N. W. to S. W., and little visited by Europeans. The town is on the S. side of the bay, and consists of some huts by the sea-side. The wooding and watering are difficult, the rivers being shallow at their entrance.

BEMBATOOK BAY is large and safe; the entrance, in latitude 15° 43′ S., longitude 46° 28′ E., is about 3 miles wide. On the E. side of it is the village Majuinga. Bembatook Town is on the S. side of a point of the same name, about 3 leagues within the entrance of the bay on the E. side: here ships lay land-locked and sheltered from all winds, in 5, 6, or 7 fathoms, close under the point near the town. Bembatook has been recommended as a spot for a settlement, being healthy, easy of access, and near

the capital. The Government is said to be cordial to strangers, the natives trustworthy, and the country supplying many commodities.

Trade.—This place is frequented by Arabs from Muscat and neighbouring places, who carry on a small trade. Arabic is spoken by many of the natives.

Provisions and Refreshments.—This is a good place to refresh at. The beef is very fine, and may be salted here. Wild hogs are plentiful. Rice is abundant, and sold by the gamel, weighing 38 pounds.

NEW MASSALEGE is situated on the right side of a river, in latitude 15° 30′ S. A bar at the entrance excludes large vessels. The town is large, and there is a mud fort. The King, who resides here, is the most powerful on the island. In the bay, facing the river, is good anchorage. There is also a small island convenient for fitting and repairing ships. The Arab families resident here construct small vessels, and trade to Persia and Arabia, refreshing at the Comoro Islands: they alone can navigate the open sea, and serve as pilots to the ships visiting the coast. An interchange of presents takes place when the King visits a ship. Bullocks, poultry, and vegetables are offered; and muskets, coarse linen, flints, &c. received.

PASSANDAVA is a large square bay, extending 6 leagues to the S. The town is at the bottom, in latitude 13° 45′ S., longitude 48° 23′ E. To the N. are some islands. The great channel is to the W. of these islands; but there is a passage to the E.

Provisions and Refreshments may be procured, including wood and water, on reasonable terms. The natives are shy at first, but *seem* to be inoffensive and honest.

From hence to Cape Amber, the N. E. extremity of the island, there does not appear a place of resort for shipping. The ports on the E. side are seldom visited by English ships. The chief places are Fort Dauphin, Manouro, Tamatave, Foul Point, St. Mary's Island, and Antongil Bay.

FORT DAUPHIN, the southernmost, is in latitude 25° 5′ S., longitude 46° 35′ E. A ship should make the land to the N., on account of strong N. E. and E. N. E. winds. Between this place and Cape St. Mary, the coast is generally bold. In approaching, a ship should anchor in the night, to prevent being driven to leeward by the current. The fort commands the road. The anchorage is within a reef. The quality of the ground is unequal, sometimes sandy, at others rocky.

Provisions and Refreshments, including bullocks and poultry, are abundant and reasonable. Indifferent water is got by digging in the sand; but there are excellent springs a short way inland. The natives are not to be trusted.

MANOURO, a village of huts, at the mouth of a river, in latitude

about 20° S., where vessels lay sheltered within a reef extending to the N. It is rather confined for large ships.

TRADE.—The natives manufacture mats, stuffs from the fibres of a plant, and cotton articles; and rice is exported from hence to Mauritius and Bourbon.

PROVISIONS AND REFRESHMENTS.—Much cattle and poultry are reared in this part of the island. It should not be resorted to for refreshment, except in summer, or from necessity.

TAMATAVE, in latitude about 18° 12′ S., is a village on a low point of land, with an anchorage within coral reefs. To the S. and N. N. E. are also reefs; the latter in latitude 18° 7′ S.

FOUL POINT.—The anchorage is formed by a large reef, extending about 3 miles N. N. E. A large village, named Mahaveti, opposite the anchorage, in latitude 17° 41′ S., longitude 49° 36′ E., is the residence of the King, and the French have a settlement there. The harbour is full of shoals.

PROVISIONS AND REFRESHMENTS.—Plenty of large fat bullocks, poultry, vegetables, and fruits, are procured for muskets, knives, buttons, &c. To the S. of the village is a small river, with a bar, where fresh water may be had.

ST. MARY'S ISLAND, OR NOSSI IBRAHIM, about 40 miles N. N. E. from Foul Point, extends from latitude 17° 6′ S., to 16° 37′, in a direction N. E. by N. On the W. side is a bay, with an island, called Quail's Island, at the entrance, where small vessels may shelter. The stormy months are January, February, and March.

ANTONGIL BAY, OR MANGHABES.—The entrance, from the N. end of St. Mary's Island, is distant about 10 leagues N. It is about 14 leagues long from N. to S., and 8 broad between Cape Bollones and Point Baldrick. At the bottom are some islets; the chief, Marotte, is about a mile in extent, and an equal distance from the shore, in latitude 15° 25′ S. The common anchorage is to the N. of Marotte, musket-shot distance, opposite two small sandy coves, in 11 or 12 fathoms. The river bears N. N. W. from Marotte, navigable by boats. The anchorage off this river is called Port Choiseul.

PROVISIONS AND REFRESHMENTS.—Rice, bullocks, &c. are procured, and wood and water very easily. Tents may be erected safer than on the main, where you may trade for provisions.

Madagascar produces few articles of commerce. A kind of spice has been brought from hence, called

RAVENSARA, the fruit of the *Agathophyllum R.*, a large bushy tree; the leaves aromatic; a reddish odorous bark; the wood hard, heavy, and

destitute of smell. The fruit or nut is somewhat larger than a cherry ; pear-shaped, roundish body. Internally it is divided like the walnut, but into six parts, covered with a coriaceous shell, a green bark adhering thereto: both are aromatic, but the kernel is almost caustic to the taste. The natives gather it unripe, and use it as spice. The acridity leaves it in time ; it is then thrown into boiling water for 4 or 5 minutes, and dried in the sun. The essential oil it yields is more esteemed than oil of cloves.

COMORO ISLANDS consist of Comoro, Mohilla, Mayotta, and Johanna, all very high, inhabited by Mahometans, generally courteous.

COMORO, the largest, in latitude 11° 32′ S., longitude 43° 25′ E., is about 12 leagues long, and 6 broad. The anchorage is inconvenient, at the N. W., in latitude 11° 18′ S. It is not advisable to anchor under 30 or 35 fathoms water, on account of the vicinity of the breakers. The town is large, with a smooth sandy beach before it, the only place where a boat can land. Shoal water runs off three-quarters of a mile. When the town is seen, send boats ahead, for the bank is steep. Ships may be sheltered from the S. monsoon. This island is seldom visited by Europeans.

Provisions and Refreshments.—Excellent bullocks, sheep, goats, and tropical fruits are procurable ; but no water. A present to the King or Chief is necessary.

MOHILLA, the smallest, is 12 leagues from Comoro, in latitude 12° 20′ S., and longitude 43° 50′ E. There are said to be several anchorages among coral reefs ; the best is that to the S., behind some isles. The town is on a bluff hillock close to the sea. The King resides about 4 leagues from this place ; the coast is very dangerous, and there is a large surf two miles from his residence.

Provisions and Refreshments may be obtained here: small bullocks, rice, paddy, and fruit. The sea abounds with fish. Mohilla was once considered the best island for refreshments, but that of Johanna is now preferred for its safety. The watering-place is about 200 yards from the beach of Mohilla ; the water is in a ravine, so that the casks are filled with an engine, where they are easily rolled from the soft sandy beach.

MAYOTTA, being surrounded with reefs, is least frequented. It is known by a conical mountain on its S. part, in latitude 12° 54′ S., longitude 45° 14′ E. The N. W. part, where is the best anchorage, is in latitude 12° 42′ S. An opening in the reef at the N. part leads to another anchorage, formerly frequented by English ships, or when the island has been mistaken for Johanna, on account of the Saddle Island at its N. W. end.

Refreshments and water can be procured, but it is attended with danger.

JOHANNA, or Anzuan, now much frequented by European outward-bound ships, is triangular; the bay and anchorage between its two N. points, in latitude 12° 7′ S., longitude 44° 30′ E. Its peak is in latitude 12° 15′ S., longitude 44° 34′ E. The best anchorage is W. of the town, abreast of a range of coco-nut trees, near the sea, having a large black rock to the E., between them and the town, with the rivulet, where water is procured, at their W. extremity: the bearing at anchor is the Rivulet S. by W., and the Mosque E., rather above a quarter of a mile from shore. There are two other watering places. Coral rocks extend in several directions. Care should be taken not to make too free with the shore after luffing round Saddle Island. The town is near three-quarters of a mile long, close to the sea-shore, containing about 200 houses; the streets, or alleys, intricate. The King resides about 9 miles' distance; he generally visits a ship arriving in the roads, and must be saluted at arrival and departure with five guns, and gratified with presents.

Trade is considerable, in *trankeys* of 70 to 100 tons, with Arabia, in coco-nuts, cowries, &c. Hence the natives have learned the use of money in purchasing piece-goods, &c. Looking-glasses, beads, cutlery, cloth and apparel, fire-arms, and other European articles, are in demand for refreshments. Surat vessels bring piece-goods, and receive cowries, red betel-nut, dammer, wax, coco-nuts, and corn. The natives are attached to the British.

Port Charges.—Under this head are presents to the King of a barrel of gunpowder, some scarlet cloth, and muskets. His attendants, who assume English titles, expect as follow:—Prince of Wales, 15 dollars; Governor, 2; King's Purser, 20; Abdallah, 5. Independently of these, the Prince of Wales expects a barrel of gunpowder. A charge of 5 dollars is made for keeping the watering-place in order, and a dollar for watching casks at night. Visiters to the island are also asked to subscribe to the improvement of the navigation to the Continent of Africa.

Provisions and Refreshments.—The bullocks are excellent, but not large; goats and poultry may be procured, but are dear; yams and sweet potatoes in abundance; coco-nuts, large and delicious; pine-apples, and other tropical fruits, are brought off in canoes, and exchanged for knives, old clothes, bottles, &c. Water is excellent, and expeditiously obtained by laying down a small anchor midway between the shore (extremity of Brown's Garden), for the boats to haul off when loaded. Wood is scarce. This island is admirably adapted to afford refreshment, and restore a sick crew, if they are debarred from much fruit, and sleeping on shore.

SOCOTRA, an island about 40 leagues E. of Cape Gardafui, is 27 leagues long, and 7 broad, extending nearly E. and W., high and mountainous. To the E. is a dangerous reef of rocks. There are two anchoring places, used at either monsoon: that on the S. W. of the island is called Delisa, and seldom visited. The Bay of Tamarida, on the N. E., where the King resides, is the most eligible. The anchorage, latitude 12° 40′ N., longitude 54° 23′ E., is in 10 to 12 fathoms, the body of the town bearing S., about half a mile from shore. The houses are of stone and lime, and make, with the mosques, a handsome appearance. The natives are poor, but in general hospitable.

Trade.—Aloes constitute the staple of its traffic, for which article it was formerly much resorted to. Dragon's blood is met with in small quantities.

Provisions and Refreshments.—Bullocks, goats, fish, and dates are reasonable. The water is good, from a sandy valley, a quarter of a mile from the town. Fire-wood is very scarce. Rice is an essential article to barter for refreshments.

Aloes (*Elwa*, Hind. *Musebber*, Arab.) are prepared from several plants, chiefly the *A. Spicata* and *A. Perfoliata* (*Ghi-cumar*, Hind. *Ghritacumari* and *Taruni*, San.), growing in various parts of the world, of which there are four sorts. *Socotrine*, from Socotra, wrapt in skins, of a bright surface, somewhat transparent, yellowish red, with a purplish cast; of a golden colour when reduced to powder; hard and friable in winter; somewhat pliable in summer. Its taste is bitter and disagreeable, accompanied with an aromatic flavour; smell not very unpleasant, somewhat like myrrh. Boil four ounces in a quart of water; if pure, it will dissolve, and the liquor be dark-coloured; if adulterated, the impurities will remain undissolved. If mixed with rubbish, it should be cleaned before it is brought to England. The packages should weigh only 150 to 200 lbs. The purchaser should expect a considerable loss on the skins, and the packages should be greased, to prevent the drug from sticking.—*Hepatic*, produced in other parts besides the East. The Barbadoes is generally darker coloured and less clear than the former, but more compact and dry, though soft and clammy: its taste is intensely bitter and nauseous, without aromatic flavour; smell much stronger, and more disagreeable. Care should be taken that this sort from India should not be liquid, which deteriorates it. *Horse* Aloes sometimes passes for Hepatic, and nearly resembles it, except in its rank smell. It is sometimes so pure and bright, as to render it difficult for the eye to distinguish it from Socotrine. *Cape* Aloes is, when powdered, yellow; but the thin pieces, when broken off the mass, and even the edges of the larger pieces, are transparent, appearing as if made of yellowish brown

glass; consequently it has not the dark opaque appearance of the other aloes. Cape Aloes should be chosen pure, bright, and free from impurities; when broken, of a yellowish brown colour, and the less rank, the better. About 50 miles from the Cape of Good Hope is a mountainous tract, almost entirely covered with the aloe-plant; large quantities of this sort are brought to England, chiefly for home consumption.

SECTION VIII.

RED SEA, OR GULPH OF ARABIA.

THE Straits of Babelmandel, the entrance, is formed to the N. by the Cape so named in Arabia, in latitude 12° 40′ N., and the coast of Abyssinia to the S., having at the entrance the Island of Perim, in latitude 12° 38′ N., longitude 43° 29′ E., which is about 5 miles long. There is a passage on both sides of the island: that to the N., between it and Cape Babelmandel, is called the Little Strait; that to the S. is called the Large Strait; the former is most frequented.

The S. or Abyssinian coast is little known to Europeans, and is shunned on entering the Gulph, on account of the shoals. The principal places between the entrance and Suez are Dahalac, Massuah, Souakin, and Cosseir.

DAHALAC, an island about 7 leagues N. N. W. and S. S. E., the S. end in latitude 15° 32½′ N., longitude 40° 15′ E., is almost surrounded by groups of isles. About 4 miles off its W. shore is a dry sand-bank; and 2 leagues further to the N. W. a rocky bank, with 2 fathoms, distant 4 miles to the W. of a group. On the S. side of the southernmost of this group, a vessel may anchor in 12 fathoms. It was formerly a place of considerable trade, and the port exhibits vestiges of its ancient consequence. The town is half a mile from the sea, a sloping beach of sand between. To the S. of the town are large tanks for water.

TRADE.—Vessels from Massuah and other places occasionally visit Dahalac.

MASSUAH.—The bay is in latitude 15° 34′ N., longitude 39° 37′ E., on the N. side of the high land of Gedam, having a town called Arkeko in the S. part of it, where vessels anchor in 10 or 12 fathoms, sheltered from

most winds, within the S. E. isle and its adjoining shoals. Massuah is on a small island close to the Abyssinian shore. The inhabitants are civil, but beggars, and sometimes thieves. It is the principal seaport in Abyssinia. The Chief resides at Arkeko. The landing-place is near the town, to which boats can come with ease.

Trade is considerable with Judda and Mocha, estimated at 400,000 dollars annually, besides cotton-wool, purchased by the Abyssinians, of which three ships' cargoes may be sold in a year. The merchants want capital, but they are honourable, and may be trusted. The Banians are comfortable, and some wealthy. The imports are benjamin, cotton, copper, camphire, cloves, china, cardamoms, cinnamon, gunpowder, ginger, iron in bars, lead, musk, pepper, piece-goods, rice, red-wood, steel, sandal-wood, tobacco, tin, tutenague, turmeric, vermilion, and many European articles, as glass, cutlery, &c. The exports are gold, civet, rhinoceros' horns, ivory, honey, rice, ghee, wax, &c. A caravan arrives at Massuah in February. A considerable quantity of gold could be brought by these caravans, to pay for suitable goods.

Duties.—The Nayib receives 10 per cent. on all imports and exports, and one dollar for each individual who comes to trade ; but this is not settled. The following is a list of articles upon which he demands a duty ; and the sum demanded is generally moderate, though graduated by no regular principle of trade:—

Tobacco, per bale of 15 mds. ...	4	dollars.	Fine piece-goods, per corge	8	dollars.
Rice, per bag of 166 lbs..........	$\frac{1}{4}$	"	Blue cossaes......... "	5	"
Pepper, per 9 frazils...............	$1\frac{1}{2}$	"	Baftaes...... .... "	$2\frac{1}{2}$	"
Cotton, per 12 mds. of 28 lbs...	3	"	Chintz, of all sorts "	$1\frac{1}{4}$	"
Tin, per frazil	$\frac{1}{4}$	"	Tutenague ....per frazil......	$\frac{1}{4}$	"
Copper, per 20 frazils	3	"	No duty on iron and gunpowder.		

Provisions and Refreshments.—Though the country may be considered plentiful, the necessaries of life are dear. The Nayib monopolizes the supplies, charging a dollar for 12 fowls, or 2 goats, or 2 sheep; 5 dollars for a cow ; 1 dollar for 23 skins of water; 360 beads for a man's load of wood.

Coins.—Spanish dollars pass at Massuah, and Venetian sequins, as well as Austrian dollars, called patakas, circulate throughout other parts of the kingdom. Large payments are made in ingots of gold, weighed by the wakea, or Abyssinian ounce; and bricks of salt dug out of the mines, about 80 of which are valued at a wakea of gold, are used for smaller payments, as well as glass beads, called borjookes.

The proportions of monies at Massuah are as follow:—

3 Borjookes, or grains.....	equal to	......	1 Kibear.
10 Kibears	"	......	1 Diwani, or Para.
4 Diwanis	"	......	1 Harf, or Dahab.
23 Harfs	"	......	1 Pataka, or Dollar.
$2\frac{1}{4}$ Patakas....................	"	......	1 Sequin.

The Wakea is reckoned to be worth $11\frac{3}{4}$ Patakas.

WEIGHTS.

10 Cafflas, or Drachms...	equal to	...1 Wakea = 400 grains troy.
12 Ditto.....................	"	...1 Mocha.
12 Wakeas..................	"	...1 Rottolo, or Liter = 10 oz. troy. or 10 oz. $15\frac{19}{56}$ dr. av.

The Mocha Vakia is to the Massuah Wakea as 5 to 6.

Measures.—The ardeb for grain, at Gondar, contains 10 madegas, each weighing 12 ounces Cairo weight, equal to about an eighth of an English bushel. But the ardeb at Massuah contains 24 madegas, and is therefore nearly $\frac{1}{3}$ of a bushel.

The cuba, a liquid measure, contains 62 English cubic inches, equal to $2\frac{1}{8}$ pints.

The principal long measure is the Turkish Pic, $\frac{3}{4}$ of an English yard.

PORT MORNINGTON, in latitude 18° 16′ N., longitude 38° 32′ E. (the entrance) is a safe harbour, formed by a chain of islands stretching across the entrance of the bay; the N. W. is protected by a peninsula. The only entrance for large vessels is at the N. extremity of the harbour, though dows enter at the S. The passage is rather narrow, but the whole Navy of England might lie securely within, in 5 to 7 fathoms, with a safe bottom. On the W. end of the large island, in the middle of the bay, about six miles from the entrance, is the village of

BADOUR, where the Dola resides. It is a miserable place, mostly composed of grass huts.

Trade.—The only exports are ghee and some tortoiseshell. Money is little known here.

Provisions and Refreshments.—Cattle are plentiful, as well as sheep and poultry; but the prices are high. Water is to be had equal to that of Mocha, which is not very good.

SOUAKIN, in latitude 19° 5′ N., longitude 37° 33′ E., is at the extremity of a narrow bay, 12 miles deep, and 2 broad. Towards the bottom are several islands, upon one of which the town itself is built, separated from its suburb, El Geyf, on the main land, by an arm of the sea, about 500 yards wide. The harbour is on the E. side of the town, formed by the projecting continent. The arm on the W. affords no anchorage. The islands and country are sandy. The town is decaying: the suburbs improve. The Aga

resides within the precincts of some ancient walls S.E. of the town; and ships generally anchor under the windows of his house. Near it are warehouses and a wharf. The houses are mostly built of madrepore. The maritime traders reside upon the island; the native Arabs in the Geyf, where is the market. The whole population is reckoned at 8000. The natives are represented in a bad light, as debauched and dishonest. Such is the account given by Buckhardt, whose description of this place shews its decay since it was visited by the Portuguese in 1540. Few foreign vessels enter the harbour, except through stress of weather.

Trade.—Souakin imports by sea India piece-goods and spices, and exports the commodities received from the African continent, chiefly to Judda and Hodeyda; slaves, gold, tobacco, incense, ostrich feathers, water skins, and tanned leather, which is excellent. It is one of the chief slave marts in East Africa. Natives of Souakin settle in most of the towns of Yemen, where they act as agents. Ships bound from Souakin to Mocha generally proceed S. along the African Coast to Massuah, where they cross to the Arabian shore. In the N. part of the Red Sea, vessels from Cosseir to Judda cross to the nearest point of the opposite coast, and proceed along to Judda. Those from Judda to Cosseir follow the coast as high as the latitude of Moyla, and cross thence by help of the N. winds.

Provisions and Refreshments.—Beef, mutton, fish, and vegetables are plentiful and cheap; fowls are scarce. The wells of water are at half an hour's distance from El Geyf. The water of a few is tolerable, but of none good.

Coins.—In all small concerns, the currency is Dhourra (grain), which is measured by handfuls, or with a wooden measure called Moud, equal to 18 Selgas, or handfuls. For greater bargains dollars are used. Neither the Piastre, nor the Para, nor the gold coins of Turkey are taken; but they have old Paras cut into four parts, which are paid for articles of little value. Sales to a large amount are paid by Wokye, or the ounce of gold, which has its fixed value in Dollars.

There are some good bays along the coast from hence to Judda, as Gayaya, Deroura, El Fedja, and Arakya.

GAYAYA BAY is one of the best anchorages on the coast; even large ships might find shelter in stress of weather. The Bedouins sell sheep (3 for a dollar's worth of Dhourra), fish, hares, and water.

DEROURA BAY, a few miles farther, has a copious well in its neighbourhood.

EL FEDJA, a noted anchorage on this coast, whither the Bedouins bring excellent water.

ARAKYA BAY is a safe anchorage for large ships.

Owing to sudden gusts of wind, it is dangerous to carry a press of topsails in the Red Sea, from Cosseir upwards.

COSSEIR, a small town, in latitude 26° 8′ N., longitude 34° 15′ E. It is an open roadstead, with bad holding ground, a heavy swell setting in, the anchorage very confined, shipping being obliged to lay close to the shore. The town is miserable; the country dreary. It has been a place of great note.

Trade.—Asiatic commodities are imported and sent by the caravans into the interior. Grain is its chief export to Arabia. The garrison of the fort is Turkish, but the Government is under the Arabs, who carry on the trade.

SUEZ, at the head of the Gulph, is in latitude 30° 0½′ N., longitude 32° 28′ E., about 1½ mile in circuit. Three channels run near the E. end, forming a curve, uniting into one branch, which runs W. to the back of the town. It is 2½ miles from the town to the bar. There are only two passages into the city, of which that nearest the sea is open ; the other closed by a gate.

Trade is chiefly with Judda, in ships of considerable burthen ; the principal import is coffee. The quantity of grain exported to Arabia is immense. When a ship arrives at Suez, a boat usually brings off a small present from the Governor, to make enquiries. It is usual to salute the officer with three guns. The most acceptable returns are double-barrelled guns and pistols, silver mounted; repeating watches, shawls, muslins, &c. Such presents, and a trifle to the officer of customs, will save you much inconvenience.

Provisions and Refreshments.—Necessaries are scarce and dear ; all kinds of animal food, including fish, are difficult to be procured; bread, butter, and milk, in small quantities. To the W. of the town is a well of brackish water ; but the shipping is supplied with water (very indifferent), brought on camels, from springs at a considerable distance to the E. of the road.

Coins.—The principal current Coins are Burbers, Medines, Sequins, and Spanish Dollars. The Burber is a copper coin, 12 of which make a Medine. The Sequin is of two sorts, one called Fundunclee, and passes current for 146 Medines; the other Zermabob, which passes for 110 Medines. The Asper, though not coined in Egypt, passes current here, 3 Aspers making 1 Medine.

Weights.—Four Grains make 1 Kellat, 16 of which make a Dram, of which all the weights are compounded.

1½ Dram is 1 Metigal, by which gold and silver are weighed.
144 Ditto ... 1 Rottolo, equal to 1 lb. 4 ounces avoirdupois.
400 Ditto ... 1 Oke, by which sugar and other heavy goods are weighed.

The Quintal varies from 110 to 150 Rottolos, according to the species of goods to be weighed.

TOR.—This harbour is in latitude 28° 19′ N., longitude 33° 28′ E., formed to the S. by a reef of coral rocks, and to the N. by a low point of land, on which is placed a beacon, a stone building, 30 feet high, with a mast in the middle, seen 3 leagues off. The town is at the N. E. part of the harbour, and inhabited by Greeks and Arabs. When the strong N. winds blow, the cargoes from Judda, intended for Suez, are landed here, and carried to Suez on camels. Tor has been considered the only safe harbour between the Straits of Jubal and Suez; but a late navigator recommends a bay on the Arabian shore, in latitude 29° 12′ N., as an excellent shelter from N. W. and W. N. W. winds, with good holding ground.

Provisions and Refreshments.—The best water in this Gulph is got here by baling out of three wells, 200 yards from the beach. There are no other refreshments; but a Greek Priest occasionally brings down some fruit and vegetables from a Monastery on Mount Sinai, 20 miles hence.

YAMBO, a considerable town, in latitude 24° 10′ N., longitude 38° 21′ E., is the seaport of Medina, from which it is distant about 100 miles: here the pilgrims from Egypt land. It is the general resort of Arab vessels, and has a safe and convenient harbour in bad weather, behind a chain of shoals and breakers. The town is at the bottom of the bay, and is in a ruinous condition. The character of the natives is represented as perfidious.

Provisions and Refreshments may be procured here; but in 1777 a country vessel, bound to Suez, was inveigled into this port, and seized.

JUDDA.—This town is in latitude 21° 29′ N., longitude 39° 15′ E. It is a port of considerable trade, arising from the Mahommedan pilgrims. The entrance to the roads is full of shoals; it would be therefore imprudent to attempt going in without a pilot. If signals are made with two guns, native pilots will meet a ship outside, and carry her to the anchorage, which is in 12 fathoms, the town bearing from E. ½ S. to E. S. E., distant 3 miles. The proper time to leave Judda road is early in the morning. The town is superior to that of Mocha. The landing-place is in front of the Visier's palace, which, as well as the custom-house, faces the sea.

Trade.—The trade of Judda was once important; but the extortion and insolence experienced here have diminished the European trade. It is still a mart of considerable traffic between Egypt and India. Ships from Suez proceed no farther than Judda, and those from India seldom proceed to Suez. Judda trades across the Gulph to Cosseir and Massuah. The principal import consists of India piece-goods. The other commodities from India are benjamin, betel-nut, cassia, cotton-wool, cotton-thread, cardamums, china-ware, cinnamon, cloves, camphire, ginger, iron, lump-lac, lead, musk, nutmegs, opium, pepper, planks, quicksilver,

rice, sandal-wood, stick-lac, sapan-wood, sugar, sugar-candy, steel, raw-silk, shawls, saltpetre, tin, tutenague, turmeric, tobacco, thread, and vermilion. The demand for British manufactures, and other European articles, is very trifling. Besides coffee, there are few articles procured at Judda.

Duties and Presents —Piece-goods pay 8 per cent. customs in specie, and all other goods are valued by the custom-house officers; and whatever value they put on them, they will never abate. As all piece-goods pay in specie, it is proper to pack even hundreds in every bale; or thus, 100 pieces, 125, 150, 175, 200, &c.; for whatever odd pieces the officers find in a bale, they value at an unreasonable rate; neither is this to be remedied but by the Bashaw, to whom you can seldom obtain admission for that purpose.

Considerable presents are necessary here, both in piece-goods and money. The following is a list of presents given to the Bashaw and his officers, with the different assortment of goods, and the species they are to consist of.

			Cruse.
Bashaw	42	pieces, value	500
Xeriff	42	ditto	500
Visier	21	ditto	250
Kial Bashaw	21	ditto	250
Eusaphager Visier	12	ditto	130
Devan Effendy	13	ditto	140
Aboosuid Caffas	13	ditto	140
Kasnagar Aga	12	ditto	130
Visier of Mecca	15	ditto	160
Bash Cattel	43	ditto	140
Zeiny Effendy	13	ditto	140
Shebanda Mecca	8	ditto	80
Selecta Aga	5	pieces, value	50
Jockadar	5	ditto	40
Eusoph kia Judda	5	ditto	60
Surbashey, or Cutual	3	ditto	25
Obadashey Azaban	3	ditto	25
Obadashey Janizary	3	ditto	25
Bashaw's custom porters	3	ditto	25
Xeriff's ditto	3	ditto	25
Four Peons at the gate	12	ditto	70
Pilot	6	ditto	30
Shroff	8	ditto	85
Total......Pieces	281	Value	3,000

The above presents are to be made out of such goods as are in your cargo, of fine, middling, and coarse. The Bashaw's and Xeriff's presents are 24 pieces each, as by the foregoing list; and these to consist of two pieces of every assortment of the finest and middling goods; and should a few pieces be wanting, you are to make up the deficiency out of the ordinary assortments. The Bashaw Kia and the Xeriff Visier are to have 21 pieces each, as by the list, and that, one piece of each assortment as the Bashaw and Xeriff have; the rest of the officers' presents are to be made out of the middling and ordinary assortments; and care must be taken that the quantity of pieces given to each person, may be sorted, so that the valuation by the list may not be exceeded. The presents in money are to the petty officers after visiting the Bashaw, and amount in the whole to 280 Judda cruse.

Port Charges and Boat and Cooley Hire.

Pilotage in and out	100 cruse.	Boat hire for shipping off baggage	30 cruse.
Anchorage, to the Xeriff	500 ditto	Cooley hire, and buxies	12 ditto
Ditto, to the Bashaw	500 ditto	Mirbhar's present	25 ditto
Ditto, to the Kia	50 ditto	Ditto deputy's present	16 ditto
Order for the ship's sailing	35 ditto	Arab writer's wages	250 ditto
Boat hire, on baggage	30 ditto	House rent	1,000 ditto
Cooley hire	10 ditto	Present to linguist	600 ditto

Custom-house searchers for cutting the bales to clear the customs, 8 bales for a cruse.
To the Bashaw's guard on board, 1 cruse per day till cleared, and 20 cruse as buxies.

The Rates of Boat Hire are as follow.

Robins of Pepper, each	14 duanees	Chests of Benjamin, each	14 duanees
Bales of Cardamums	14 ditto	Bags of rice, sugar, &c.	7 ditto
Chests of China ware	14 ditto	Lead and Tutenague, in slabs	7 ditto
Chests of lac, &c.	14 ditto	Boat hire, and writer's fees	25 ditto

The Rates of Cooley Hire are as follow.

Bales of Pepper	9 per cruse	Bags of rice, sugar, &c.	20 per cruse
Ditto Cardamums	9 ditto	Stowing bales in godown	10 ditto
Chests of China ware	2 ditto	Chests of Benjamin	9 ditto

As soon as you anchor in the harbour, the Enubar and officers of the Bashaw will come off, and demand a manifest of your cargo; they do not enquire about the contents—only say, so many chests of china ware; so many bales of Bengal goods, &c.

When the Enubar's boat leaves you, he will leave two custom-house officers on board, who will remain till the cargo is all delivered, and the ship searched, to whom, during their stay, there is a customary daily allowance for provisions. In addition to these officers, there will be a boat moored a-stern of you every night while any cargo remains on board: and do not suffer your own boat to leave the ship, except when it cannot be avoided, as the officers of Government are both troublesome and insolent; but as soon as the ship is cleared and searched, you have a free communication with the shore.

Should it so happen that you arrive at Judda before the Hodjee, get permission to go on shore as soon as possible, and in this case the Government will wish to hasten you; so that there will be no difficulty in procuring the indulgence. But do not leave the ship, until you have agreed to be allowed to chuse your own broker and shroff: and have it in writing under their signature, or else they will impose some creature of their own upon you, who pay them for it. Stipulate with them also, that all your cargo

pay the duties, charges, &c. in kind, which will amount to 8 or 9 per cent. and that it be opened and examined at your own house only, and by no means in the public custom-house.

A good house, with convenient warehouses and godowns, will cost you from 300 to 400 cruse for the season.

When you go on shore, your first visit is to the Bashaw, and then to the Xeriff, after which, and you have returned to your own house, begin to land your cargo as fast as possible, and arrange it in your godowns for inspection, (taking care that it comes immediately from your boats to your house, and that it goes not near the custom-house,) sorting each description of goods by themselves, freight and private trade promiscuously; and when all is assorted, send information to the Government, that your cargo is ready for examination.

When the Bashaw and Visier come, point out to them the different parcels of baftas, &c. and tell them they contain such a number of pieces of such and such goods; but be very exact as to the quantity and number in each bale: for if they find the number agree with your account, they will not open more than a bale or two of each kind; but if the number differs from your report, they will open every bale of your cargo: this will be exceeding troublesome, and cause you to be suspected in all your future dealings.

When examination and settling the customs are over (which you will find the most troublesome affair you meet with at Judda,) you are to make up the Government presents of piece-goods, two or three pieces of each kind in your cargo, probably to the amount of 4,000 cruse. These presents must not be charged to the owners alone, but in proportion to all the freighters; and your brokerage, which will be about 1,500 or 2,000 cruse (including your Arab writer), must be charged in like proportion.

Your presents being delivered, find out (among the shroffs) what is the price of old and new German crowns, Venetians, stamboles, zirmabobs, and other coins; but do not buy any zirmabobs, missiree, or gingelees, as they do not turn to advantage; the best guide for your direction, is to have the product of these coins from the Bombay and Madras mints, and make your purchase of them according to your calculation.

When you are thus prepared, the merchants will come to you, and even press upon you, if the Hodjee is near. You need not talk of ready money, as none pay until after the Hodjee; so that you must make your bargains to be paid after the Hodjee, and their returns from Mecca, together with the specie in which you will be paid, and the rate of exchange of each kind of coin; all these articles must be booked by your writer, as his book is your voucher in case any dispute arises, (and indeed this is the only real use of having an Arab writer).

The first offer is invariably the best; and if you can agree with one person for your whole cargo, you will reap a double advantage, for you will get a larger price, and less trouble. The time from your arrival, until the time of the Hodjee, will be very short; and after its arrival, your goods will not sell, at least not to such a good account.

You are to be guided by the character of the merchants to whom you give credit. They say of each other—" If he has been at Mecca once, take " care of him; if he has been there twice, do not trust him; but if he has " been there three times, have no kind of dealing with him, for he will cheat " you."

In the event of your selling the whole of your cargo to one person, or only one particular species of goods, you ought to observe (as they buy them at an average price) that the proprietors of fine goods of that species should have a proportionate advance upon their goods; and consequently the proprietors of coarse goods should have such an advance taken from the amount sale of their goods, being of a worse quality, and only sold (probably) by the demand of the other (fine) goods.

As soon as the merchants return from Mecca, which will be about a month, begin to collect your money, and send it off to your ship immediately you receive it; and never, if you can possibly help it, keep any in your house; and at the same time call upon all the merchants and pilgrims, and fix upon a day for sailing. The merchants will by this means prepare their treasure, freight, and themselves, as passengers; from whom, and the pilgrim passengers, the Captain's principal emolument arises, as he has so much a head for each, as well as so much more for his water and provisions; both of which, by custom, are allowed to him by the owners of the ship.

A further emolument of the Captain arises from insuring the freight treasure which he takes on board, and which the native merchant never objects to, although he may be a passenger on board; and will take the Captain's guarantee, though not worth a sous, for lacs of dollars, if he has so much on board.

The freight of treasure from Judda to Surat, Bombay, or Madras, is generally 3 per cent.; the premium of insurance, as the Captain can agree, from one to two and a half per cent. The freight of gruff goods is arbitrary, as it must be agreed upon by both parties.

Should the season be so far advanced as to make it doubtful whether your ship will be able to go to Surat, deliver her freight, and leave it before the full moon in March, it would be better to decline taking any Surat freight, unless the merchants will allow you to send the treasure by some other conveyance from Bombay, immediately upon your arrival there; if they agree to this, the additional expence must be paid by their constituent

at Surat, and not by you. If you can prevail upon them to do this, it will considerably increase your freight, as they have large consignments from thence in Guzerat, Cossimbuzar, and Bengal piece-goods, &c. and consequently have large remittances to make.

Probably, if the prices of goods are low at Judda, and you do not sell at the first offer, your Arab writer will endeavour to persuade you to send them to Mecca, in hopes of their being entrusted to his care, and himself with the sale at the Hodjee, and have the commissions; they will furnish you with very specious and favourable accounts of the markets, as well as bringing numbers of people to recommend them, as being well acquainted with the markets, and of the highest integrity. But do not on any account fall into this snare; for as certain as you send goods to Mecca on your own account, to be sold at the Hodjee, you will be a considerable loser (if not lose the whole) by the speculation.

The customs upon your China ware and goods will be settled by the Government, and (though it may be extravagantly exorbitant, complaint is useless, as you can have no redress) from the account you give them, and which should be done by the supercargo or purser, in the public custom-house; as it is a necessary form, it ought to be complied with.

Your musk and agala-wood they will weigh in the custom-house, and probably want to open it there, to satisfy themselves; but you must not allow it to be done. If they want to see the contents of your packages, let them come to your house; for if you open any thing in the custom-house, you may rest assured of losing 25 per cent., and you cannot possibly help it, they are such expert thieves.

Upon both piece-goods and gruff cargo they charge you, under the head of Calum and Xeralphie, 10 per cent. upon the amount of your customs, which they call fees, for the different writers and people attached to the custom-house. By a small fee you may prevail upon them to take your China ware at five per cent. without unpacking or counting, which will reduce the whole of your customs to about 11 or 12 per cent.; and if the time before the Hodjee is short, the Government will readily agree to this; but will take ten cups from every chest of China ware, exclusive of the customs. As you generally sell your China ware by the corge, which is 20 in all parts of India, you are to recollect that the corge is 22 at Judda.

When you sell your sugar-candy, or any thing else by weight, send for the custom-house steelyards (as it will prevent disputes), and have the goods weighed and delivered at your own house. They make arbitrary deductions from 5 to 20 per cent. for tare of the packages; therefore agree previously about the tare. Sugar-candy is about 10 per cent.; upon this account a

small present to the custom-house weighman (conveyed privately) may be advantageously disposed of, as he generally fixes the tare; and as well as his present, give him a few cruse and a bottle of arrack occasionally. If the Bashaw purchases your cargo, or any part of it, the weighman dares not shew you the smallest favour in the delivery; on the contrary, you may expect the reverse: but even in this your present will not be misapplied, as he will, for arrack and a few cruse, do all he dares to serve you.

Insist upon your shroff having the weighing of your musk: it will save you a great deal. Musk sells by the rattle (of 400 drams).

You pay 1,000 to 1,200 cruse anchorage, with about 350 cruse when you get on the coast, which will be all the charges, beside the pilotage, you have to pay at Judda.

It may be now necessary to caution you against disputes, which will unavoidably arise (either about your prices, payments, money, or goods). They should be settled amicably, if possible, by your shroff, or by merchants of respectability; but if you are under the necessity of referring the dispute to the Government, apply to him who has the most weight at Judda, either the Bashaw or the Xeriff, but not without a present. If your application is to the Bashaw, go yourself personally; and if to the Xeriff, go to his house in Judda: if he is absent, write to him at Mecca, through your Arab writer. But all this is only upon the most urgent necessity; for all communication with the Government ought to cease immediately after making your present, and paying your customs.

Having finished your business at Judda, which will probably be at the end of July, and able to sail by the 1st of August, you will perhaps get to Mocha by the 10th, of which you should inform the broker before you leave Mocha, to go up the Red Sea, and desire him to procure you all the freight he can, and have it ready by this time. The freight from Mocha to Bombay is 2½ per cent. for treasure, and to Surat, to be delivered free of all charges to the consignees, 3 per cent. for gold, and 4½ for silver; by this mode you will be able to do all your business, and leave Mocha, perhaps with a full freight, by the 20th of August, (particularly if it should be a year when there is no Company's ship there; then there will be little doubt of your getting full of freight), by which means you will get to Bombay in the early part of September, and have fine weather, and the whole season before you, to go to Surat, if necessary.

The customs upon piece-goods being taken in kind at Judda, the Government allow the purser and linguist the customs payable to it, of two bales, *viz.* one bale each, and give them leave to pick the two richest bales in the cargo for themselves. The Captain being generally his own purser, this is

also one of his perquisites, as well as his freight treasure: he draws the following primage, *viz.* on every 1,250 cruse, he has one German crown; the signing every bill of lading, one German crown; every passenger on going on board, one German crown; and on every bale, chest, bundle, or package whatsoever of freight, 25 duanees each.

The aforegoing instructions will, to a certain extent, be applicable to other places in the Gulph.

Coins.—Accounts are kept in Cruse and Duanees, 40 of the latter making one of the former.

No money is coined here. Foreign coins of all denominations pass current. From the great influx of pilgrims, large quantities of small coins are in circulation; but they are never carried out of the country by Europeans.

List of Silver and Gold Coins at Judda, and what they commonly pass current for.

	Dollars.	oz.	dwts.	
Judda weight	100	87	4	at 250 Cruse.
German Crowns	100	91	6	... 255 Ditto.
Razeens (Barbary)	100	87	4	... 240 Ditto.
Lump Silver, if good	100	87	4	... 250 Ditto.
Pistareens of Philip V.	100	87	4	... 225 Ditto.
Lion Dollars	100	87	0	... 195 to 200 Ditto.
Pope's Coins, per 100				125 Ditto.
Muscovy Coins				150 Ditto.
Bar Silver	100	87	4	... 250 Ditto.
Zelottas, per tale	100 Dollars			...100 to 105 Ditto.
Venetians, 100=22¾ Sicca Rupees				4¾ Ditto.
Stamboles				4¼ Ditto.
Zermabobs				3⅛ Ditto.
Gingelees				3 Ditto.
Turahs				3 Ditto.
Gubbers, 100 of which are 2½ per cent. less than that of Venetians or Stamboles				4¼ Ditto.
Ring Gold, sold per Vakia				40 Ditto.

The exchange at Judda fluctuates; but the general average may be taken at 250 Judda Cruse per 100 Spanish Head Dollars. The Pillar and Head Dollars are esteemed here of the same value, although the Pillar is about 2 per cent. better than the Head. French Crowns are 13 per cent. less, though of equal standard, by which an advantage may be gained in purchasing French Crowns or Pillar Dollars; but, if possible, the taking any gold coins to India should be avoided.

A comparative View of the relative Value of Coins taken at Judda with Bombay.

100 Mexico Dollars will mint	239	2	44	100 Old Abassees will mint...	226	3	80
100 French Crowns	239	0	59	100 New Abassees	256	3	0
100 English Crowns	239	2	74	100 Estimates	239	2	74
100 Pillar Dollars	241	3	38	100 Old Seville Estimates	242	3	70
100 German Crowns	226	3	92	100 Peru, or Cobb Dollars	224	2	28
100 Ducatoons	244	1	39	100 Lion Dollars	193	1	4

The above statement will be found pretty correct, exclusive of mintage, which amounts to about 4 per cent. One hundred ounces of standard silver will bring 258½ or 259 Arcot Rupees; and there being only one per cent. difference between Arcot and Madras Rupees, makes it 7 per cent.: better thus to sell to the shroffs, than coin it into Madras Rupees.

Weights are Vakias, Maunds, Frazils, and Bahars, and are thus divided:

15 Vakias	make	1	Rattle.
2 Rattles	"	1	Maund.
10 Maunds	"	1	Frazil.
10 Frazils	"	1	Bahar = 222 lbs. 6 oz. nearly.

But as all goods are weighed by the steelyards, after the Turkish manner, the European as well as the Turkey merchants are obliged to rest contented with such weights as the weigher thinks proper to give them. No merchants are allowed to weigh goods, when bought or sold, at their houses; besides this, there is an unreasonable custom of certain allowances on all weighable goods; the particulars of such allowances, besides the tares, being as follow:

Agala-wood	10	per cent.	Lump Lac	20	per cent.
Betel-nut	10	ditto	Metals of all kinds	5	ditto
Cloves	10	ditto	Nutmegs	10	ditto
Camphire	5	ditto	Pepper	10	ditto
Cardamums	10	ditto	Sugar	20	ditto
Calambac	10	ditto	Sandal-wood	10	ditto
Cinnamon	10	ditto	Stick Lac	20	ditto
Ginger	10	ditto	Thread	10	ditto
Long Pepper	20	ditto	Turmeric	10	ditto

Provisions and Refreshments.—Sheep and a few bullocks are procurable at high prices. The bazar is well supplied with fruit and vegetables. Europeans are subject to much insolence from the natives in going to the bazar.

LOHEIA, a considerable town, in latitude 15° 44′ N. longitude 42° 44′ E. It is at the bottom of a deep bay, protected by the large island Camaran, and a group of smaller to the N. W. Most of the houses are mud huts; some are of stone. It is unwalled, but not quite defenceless. The harbour is so shallow, that even the smallest vessels anchor at a great distance from the town; and at low water laden boats cannot approach it.

Trade.—A considerable trade in coffee is carried on, though the commodity is not reckoned so good as that from Beetlefackie, shipped at Mocha and Hodeda, but is cheaper, and the carriage to Judda costs less. Some Cairo merchants reside here, and Banians employed in different trades.

Duties.—All Indian goods direct from India, pay 5 per cent.; but any goods brought from Judda, by either Turkish or native merchants, pay 7 per cent. Presents are necessary here as at Judda.

Coins.—The only money is a small piece of base and adulterated silver, about the size of a sixpence, called commassee, and by this all different denominations of foreign coins are ascertained. There are likewise half commassees, which are the smallest coin current.

1 Venetian Sequin passes for	90	Commassees.
1 Fundunclee	80	ditto
1 Barbary Sequin	80	ditto
1 Dollar, or Patack	40	ditto

When the Indian merchants or vessels are here, the fundunclee is raised 3 commassees more; but all specie is scarce, notwithstanding the quantity brought hither in dollars, which is the coin in which all purchases are made. When it is necessary to change dollars, the shroff, or broker, only allows 39 instead of 40 commassees, so that there is a loss on the exchange of $2\frac{1}{2}$ per cent.

Weights.—The weights are the dram, ounce, rottolo, and quintal. Their proportions are as follow:—

10 Drams	equal to	1 Ounce.
16 Ounces	"	1 Rottolo.
100 Rottolos	"	1 Quintal.

The rottolos are of two sorts, one of 140 drams, which is used in selling fine goods; the other of 160, which is used in weighing sugar, lead, and other heavy articles. There is also another weight, called the faranzula, equal to 20 rottolos.

Measure.—The long measure is the peek of 27 inches.

HODEYDA, the seaport of Beetlefackie, is a town in latitude 15° 10′ N., where ships may anchor in soft ground. The harbour is somewhat better than that of Loheia, yet large vessels cannot enter it. The town is large; some of the buildings are of stone, the rest are huts.

BEETLEFACKIE is about 30 miles distant from Hodeyda. The town stands on a plain; the houses separate, many of stone. Its situation is favourable for trade, being only half a day from the hills where coffee grows, and but a few days from Mocha: it is consequently the chief mart for coffee, which attracts merchants from Egypt, Persia, Abyssinia, and India. Banians from Guzerat reside here. Europeans seldom visit Beetlefackie, as they transact their business with the Banians at Mocha.

Trade.—Coffee is the only product. That intended for India, Muscat,

or Europe, is first brought by land to Mocha; that designed for Judda, is shipped at Hodeyda.

Duties on coffee are of two sorts—the inland, paid at Beetlefackie, on all consumed in the kingdom, as well as exported; and the foreign duty on that sent abroad, of which the quantity is immense. The inland and foreign duty, camel-hire to Mocha, and charges on shipping, amount to about 20 Spanish dollars the bahar.

Coins.—All foreign coins pass current here; and as coffee is always paid for in ready money, various kinds are met with. Payments are mostly made in sequins and Spanish dollars. The commassee is a small copper coin, containing a little silver, and used in small payments. A Spanish dollar is worth from 40 to 80 commassees. 100 dollars in specie are equal to 121½ piastres of account: hence this piastre may be valued at 3s. 8½d. sterling.

Accounts are kept here in piastres or Mocha dollars of 80 carats or cavears; and also in Spanish dollars, consisting of 40 cavears. The cavears are imaginary money, both here and at Mocha.

Weights.—These are as follow:—

15 Vakias	equal to	1 Rattle	
2 Rattles	"	1 Maund.	lbs. oz. dr.
10 Maunds	"	1 Frazil, or Farcel	= 20 . 6 . 4 avoir.
40 Frazils	"	1 Bahar = 815¼ lbs. avoir.	

Of coffee 14½ Vakias make a Rattle; of dates, jaggery, candles, and iron, 16 Vakias make a Rattle. The latter weight is only used in the Bazar. 7 Frazils in Mocha are equivalent to 10 Frazils in Beetlefackie. A bale of coffee is 14 Frazils, and the allowance for tare, 8 Maunds.

A Tommond of rice contains 40 Kellas, and weighs 168 lbs. avoirdupois.

Cotton is sold per Harraff, an imaginary money, 9 of which are equal to 11½ Mocha Dollars, or Piastres of account.

The weights at this place are seldom exact, though annually rectified by the Imaum's shroff.

Measures.—These are as follow:—

Cloth Measure.	Liquid Measure.
The Covid is 18 inches, English.	16 Vakias are equal to 1 Noosfia.
The Guz is 25 ditto.	8 Noosfias " 1 Caddy.
The long Iron Covid is 27 ditto.	The Caddy, or Gudda, contains about 2 Gallons.

MOCHA, the principal port in the Red Sea, frequented by Europeans, is in latitude 13° 20′ N., longitude 43° 20′ E., 40 miles N. of Cape Babelmandel. The town is situated between two low points of land, projecting from the shore, so as to form a bay, which shelters ships whose draught allows them to anchor within a mile of the town; other vessels lie further out, and are exposed as in an open road. A large ship, in approaching Mocha from the S., must, to avoid the shoals, not come under 14 fathoms till the spire or dome of the great Mosque bears E. S. E.; she is then to the N. of the sandhead, and may haul up for the road, and anchor in any depth, from 5 to 8 fathoms, the great Mosque about E. S. E., off-shore, 2½ to 3 miles. The town is built close to the sea; it lies due N. and S., 1½ mile long, but of unequal breadth; it is strongly walled with stone, and defended by castles, near one of which is the only gate by which goods or passengers can enter seaward. Here is the station where goods imported and exported are examined and registered. From this gate there runs out due W. a stone pier, convenient for loading and unloading goods. The town makes a respectable and even elegant appearance from the sea; the houses are lofty, and built of stone.

Trade, carried on between British India and the Red Sea, is considerable, and much in favour of the former. The principal article of export from Mocha is coffee, most of which is sent to Judda in Mocha or Judda vessels, whence the surplus of what is required for the home consumption, is sent to Suez, in ships coming annually from thence, which have an exclusive right to the trade. No ship from Mocha, Muscat, or India, may enter any port beyond Judda. Coffee is prohibited to be carried from Mocha to Judda, except in ships of either port. The greater part of the foreign trade is transacted by Banians, with whom it is safer to deal than with either Turks or Arabs. Foreign goods are sold on credit, and payment made in three instalments, or entire on a certain day, according to agreement. Coffee is always paid for in ready money. All produce is likewise sold by tale or weight, at so much the Spanish dollar, and a credit given; or, if ready money be paid, a discount of 9 per cent. is allowed.

Duties and Port Charges.—By the recent treaty with the Imaum, it is stipulated, that "the anchorage duty of 400 German crowns shall cease on British ships when they land cargoes; hereafter no duty on this account shall be paid, whether the cargo is landed or not, the same as His Majesty's ships and those of the Honourable Company." Also, "that the export duty on British trade shall be 2¼ per cent., and that the import duty shall be the same to the English, and all their subjects, and no more shall be levied than 2¼ per cent. on imports and exports." All subjects of the British Government

to be under the protection of the British flag, and the sole controul of the British Resident. It has been disputed by the Mocha Government, whether Indian vessels, under the British flag, are entitled to these privileges. Indians, as well as other foreigners, paid formerly 5 per cent. on the sale amount of goods. The English now pay to the Government 3 per cent., besides brokage and shroffage. The Moors pay nominally 7, but sometimes, 15 per cent.

Previous to the treaty above mentioned, (15th January, 1821), the following were the port charges paid to the Government on the arrival of a three-mast vessel :—

	Mocha Dollars.			Mocha Dollars.	
Anchorage	121	40	Sheik of the boat people	1	17
Bashkaleb	60	60	Ditto weighers	5	0
Emir of the Mizan	36	36	Ditto seapoys	1	17
Mirbhar	30	0	Muccadum of the boat people	4	0
Writers of Government	60	0	Master of the Vakella	2	8
Cady	12	12	Muccadum of the hamauls	6	6
Mufti	10	0	Governor's porter	8	40
Mirbhar's Writers, &c.	10	0	Ditto writer	8	40
Porters at Custom-house	5	0	Ditto Shroff	1	44

The above amount to 384 Mocha Dollars, one half of which is paid by two-mast vessels.

Disbursements, Port Charges, &c. paid on Account of a Brig before she went up to Judda, and on her Return from thence.

The Governor's music, as customary .... Mocha Dollars	11	46
The country boats from the Government	3	0
The Governor's servants	3	52
The customary presents on the Brig's arrival, half what is paid on 3-mast vessels, as per foregoing account	192	0
Ditto on the vessel's departure, as customary, as per following account	78	78
Bringing up the long-boat which had fallen to leeward	2	34
A Government boat for bringing goods on shore	2	0
Hamallage on ditto, as customary	14	0
Charges at waiting on the Governor	9	0
An Arab writer for writing two letters to Judda	1	17
Two shawls claimed by the Banians, as customary	48	48
Forming a total of Mocha Dollars	366	35

Particulars of Port Charges, &c. on Two and Three-Mast Vessels at their departure from Mocha.

To the writers at the custom-house .... Spanish Dollars	32
The Mirbhar	17
The Mirbhar's writers	7
The Caftan, or vest	9

Captain Elmore says, if you do not make any sale at Mocha, you do not pay any port charges; but if you sell any thing, even one bag of rice, you become liable to pay the whole, as if you had sold the entire cargo; but if your sales are likely to be but trifling, settle with your broker, and be very clear and positive with him not to pay any port charges, nor presents to the Xeriff; or else you must put what cargo you sell on board some ship in the roads, who is landing goods, and have them sent on shore as his cargo.

If bound to Judda, you should procure a pilot here, agreeing with him for the run; which will be from 50 to 100 Mocha dollars for the trip there and back, besides a suit of clothes at Judda.

List of sundry Presents made to the Governor of Mocha and his Officers, for Permission to go on Shore, with the additional Duties for Anchorage paid to him and his Attendants.

For permission to come on shore	Mocha Dollars	11	46
Expence of watering		29	0
Permission to sail		82	49

ANCHORAGE.

	Mocha Dollars.			Mocha Dollars.	
To the Governor	121	40	Coolies muccadum	6	6
The second	60	60	Writer at Pier head	10	0
The writer	200	38	Pier-head Muffatees	5	0
Armee Mazon	36	36	Muffatees' servant	5	0
Mirbhar	30	0	Fishing boat muccadum	2	34
Codjee	12	12	Governor's servant	2	34
Muffatees	10	0	Ditto muccadum boats	4	69
Custom-house porter	5	0	Custom-house porter	2	34
Weigherman	5	0	Governor's porter	2	34

Forming a total of Mocha Dollars, 645. 12

In delivery of rice, out of every tomand of rice, you give, as is customary, half a measure to the Governor; and for every 12 tomands, to the different coolies, 1 measure: besides this exorbitant demand, the Governor takes from the merchant who buys the rice, 5 measures out of every tomand for himself, and 2 measures for the coolies.

Provisions and Refreshments are plentiful and good, as well as extremely reasonable:—a fat sheep, or a milch goat and kid, for a dollar; 12 fowls for the same; beef, 1½d. per lb. Fish, of many kinds, are cheap and excellent. New cheese and fresh butter are daily brought to market from a place called Musa, about 20 miles inland. In summer there is plenty of various fruits, all of which are reasonable. Good water is scarce; that from the town wells is brackish, and disagrees with strangers; that brought from Musa is at all times indifferent.

Coins.—The monies coined in the country are commassees and carats, seven of the latter being equal to one of the former. The commassees contain but little silver; they are used for small payments, but they rise and fall in value; sometimes 80, and occasionally only 40 pass for a dollar.

Accounts are kept in piastres, or Mocha dollars, consisting of 80 cavears current. The piastre is an imaginary money; 121½ being equal to 100 Spanish dollars, in which payments are mostly made. The piastre is thus worth nearly 3s. 8½d.: other coins pass according to weight and fineness. The Venetian sequin commonly passes for two piastres, 25 cavears.

Cotton is sold by the haraff, an imaginary money, value 1 piastre, 22 cavears: thus 9 haraffs are equal to 11½ Mocha piastres of account, as at Beetlefackie. A tomand is equal to 80 larins, each worth 80 carats.

Weights.—The small weights, by which gold and silver are weighed, consist of the following:—

				oz.	dwts.	grs.	
16 Carats......	equal to	1	Coffola =	0	2	0 . 912	troy.
24 Ditto........	"	1	Miscal =	0	3	1 . 368	
10 Coffolas.....	"	1	Vakia =	1	0	9 . 12	
1½ Vakia.......	"	1	Beak =	1	10	13 . 68	
87 Vakias......	"	100	Spanish Dollars' weight.				

The large or Custom-house weights are these:—

15 Vakias......	equal to	1	Rattle.
40 Ditto........	"	1	Maund = 3 lbs. avoir.
10 Maunds....	"	1	Frazil, or Farcel = 30 lbs.
15 Frazils......	"	1	Bahar = 450 lbs.

In Coffee 14½ vakias are reckoned equal to a rattle, two rattles to a maund, and 10 maunds, or 290 vakias, to a frazil. The rattle is only a bazar weight.

Some difference exists in the reports of the Bahar's weight, which is variously represented, as 437½ lbs. 445 lbs. and 450 lbs. The weights at the Custom House are generally found to be heavier by two or three pounds than the regular weights; and in the interior the difference is still greater.

Measures.—The tomand, or teman, dry measure, contains 40 mecmedas, or kellas, and weighs, of rice, 168 lbs. avoirdupois.

The cuddy, or gudda, liquid measure, contains about two English gallons, and weighs 18lbs. It is divided into eight noosfias, each subdivided into 16 vakias, as at Beetlefakie.

The long measures are the cobido, or covid, of 19 inches, and the guz, of 25. The baryd is four farsakh, or 12 miles.

ARTICLES TO BE PROCURED AT MOCHA, WITH DIRECTIONS.

Acacia, the inspissated juice of a thorny plant, growing in Arabia, and other parts:—two sorts are known, Vera and Germanica. The former is a gummy substance, usually firm, but not very dry. It is met with in round masses, enclosed in thin bladders, from four to eight ounces weight; outwardly a deep brown, inclining to black; of a lighter brown within, inclining to red or yellow. The Germanica is a juice expressed from the unripe fruit of the sloe bush, and differs from the preceding, in being harder, heavier, darker, sharper in taste, yielding its astringency to rectified spirit; whereas the other is not at all dissoluble by spirit. The Vera should have little or no smell; applied to the tongue, it should soften quickly, imparting a rough, not very ungrateful taste, followed by a sweetness. If quite pure, it dissolves totally in water; if otherwise, the impurities remain.

Acorus, or Calamus Aromaticus, (*Bach*, Hind. *Vacha*, S an.) is a reed, or knotty root, about the size of a little finger, several inches long, reddish externally, internally white, full of joints, somewhat flatted on the side, of a loose spongy texture; smell strong, taste warm, bitterish, and aromatic. They should be chosen tough, cleared from fibres, and free from worms, to which it is very subject.

Asphaltum is a solid shining bitumen, of a dusky colour outside; within of a deep black, found in many parts of Egypt. A thin piece appears of a reddish colour, when placed between the eye and the light. It has no smell when cold, but acquires a slight one by friction; when exposed to heat, it liquifies, swells up, and burns with a thick smoke, the smell of which is strong, acrid, and disagreeable. It is occasionally adulterated with pitch; but the fraud may be discovered by means of spirits of wine, which dissolve the pitch, and only take a pale colour with Asphaltum.

Balm of Gilead, or Balsam of Mecca, is a resinous juice that distils from an evergreen tree, or shrub, growing between Mecca and Medina; it is much used by the Asiatic ladies as a cosmetic. The tree is scarce; the best sort is said to exude naturally, but the inferior kinds are extracted from the branches by boiling. It is at first turbid and white, of a strong pungent smell, a bitter and acrid taste; upon being kept some time, it becomes thin, limpid, of a greenish hue, then of a golden yellow, and at length of the colour of honey. This article, being scarce and valuable, is very liable to adulteration. The following methods are recommended to discover imposition:—Cause a drop or two of the liquid balsam to fall into a glass of clear water; if the drop go to the bottom without rising again to the surface, or if it continue in a

drop like oil, the balsam is adulterated. If, on the contrary, it spreads upon the surface of the water, like a very thin cobweb, scarcely visible to the eye, and being congealed, may be taken up with a pin or small straw, the balsam is pure and natural. Or if the pure balsam be dropped on woollen, it will wash out; but if adulterated, it will not. The genuine, dropped into milk, coagulates it. When a drop of the pure balsam is let fall on red hot iron, it gathers itself into a globule; but oil or spurious balsam runs, and sheds itself all round. The genuine balsam also feels viscid and adhesive to the fingers. If sophisticated with wax, it is discovered by the turbid colour, never to be clarified; if with honey, the sweet taste betrays it; if with resins, by dropping it on live coals, it yields a blacker flame, and of a grosser substance than the genuine. When the balsam is too thick to be taken out of the bottle, it need only be placed near the fire, the smallest degree of heat liquifying it. The bottles must not be quite full, lest they should break, as the balsam is apt to rarify.

Amyris Opa-Balsamum is the name of the tree whence the balsam issues; Opa-Balsamum is the name of the juice or balsam; Carpo-Balsamum, the fruit; and Xylo-Balsamum, the wood: these are all useful.

Carpo Balsamum should be chosen fresh, plump, ponderous, of a hot biting taste, smell in some degree like the balsam. Hypericum is sometimes mixed with it, which may be discovered by its excess in size, vacuity, want of virtue, and peppery taste. The berries are about the size of a small pea, sharp at the end, brown, with a small stalk. Reject such as are broken, decayed, and worm-eaten.

Xylo-Balsamum should be chosen in small knotty rods, the rind red, the wood white, resinous, and having a scent somewhat like the balsam.

Freight is charged on Balm of Gilead at the rate of 16 Cwt. to the ton.

Civet.—This substance is soft, unctuous, and odoriferous, nearly the consistence of butter, produced by an animal called the Civet Cat. They are confined in cages, and when irritated, throw out the civet, which is carefully scraped off. It is brought from the Brazils, Guinea, and the interior of Africa; it is of a dark brown colour, unctuous, somewhat resembling Labdanum, of a very powerful smell, far from fragrant or agreeable. Its principal use is as a perfume, and when genuine, is worth from 30s. to 40s. per ounce. The best is said to come from the Brazils, of a lively whitish colour, which becomes dark by keeping. If paper is rubbed with civet, and it will bear writing on afterwards, it is considered genuine.

Coffee.—There is but one species of the coffee tree, the *Coffea Arabica*, supposed to be a native of Arabia; it seldom rises more than 16 or 18 feet in height: the main stem grows upright, and is covered with a

light brown bark; the branches are horizontal, the leaves when fully grown are 4 or 5 inches long, and 2 broad in the middle. The flowers are produced in bunches at the roots of the leaves; the fruit, the only useful part, resembles a cherry; it grows in clusters, and when of a deep red, is gathered. It is of an oval form, smaller than a horse bean, and of a tough, close, and very hard texture, prominent on one side, and flatted on the other, having a large deep furrow running along the flatted side. It is moderately heavy, hard to break, of a greyish yellow colour, and a somewhat bitterish taste.

Of the coffee produced in the Eastern parts of the world, that of Mocha is esteemed the best; secondly, that of the Island of Bourbon; and thirdly, that of Java.

It is impossible to ascertain, with accuracy, the quantity of coffee raised in the East Indies. It appears that, formerly, one year with another, there were annually exported from Arabia 60,000 bahars.

Coffee was never an object of cultivation worth attention in any part of our extensive territories in the East Indies, till within a few years: now some considerable plantations have been formed at Chittagong, but the produce is considered inferior to either the Java or Bourbon. It is likewise cultivated on the west coast of Sumatra, but to a trifling extent, and of a very inferior sort.

Mocha coffee is the most valuable kind, and is what is commonly called in Europe, Turkey Coffee; it is packed in large bales, each containing a number of smaller bales, or frazils, and should be chosen of a greenish olive hue, fresh and new, free from any musty smell, the berries of a middling size, clean, plump, and as free from sticks and other impurities as possible, and particular care should be taken, that it is not false packed; it is very apt to imbibe moisture, or the flavour of any thing placed near it; it should therefore not be stowed in a ship's hold, if it can possibly be avoided. Coffee imported in packages of less than 112 lbs. net is liable to seizure, and no smaller packages can be entered for exportation. The quantity allowed to a ton, is 18 cwt.

Dates are sent in large quantities from Arabia to the British settlements in India. This fruit is somewhat in the shape of an acorn, composed of a thin, light, and glossy membrane, somewhat pellucid and yellowish, which contains a fine, soft, and pulpy fruit, that is firm, sweet, and rather vinous to the taste; within this is enclosed a solid, tough, hard kernel, of a pale grey colour on the outside, marbled within like a nutmeg. They are generally left on the tree until quite ripe (at which time they are soft, and of a high red colour,) and then are pressed into pails, or baskets, until they

unite together like a paste; they are then more esteemed, and become a rich sweetmeat. Those which are dry and hard, are of little value. In Persia a very excellent kind of brandy is made from dates; in many places the stones are ground to make oil, and with the paste which is left, they feed the cattle and sheep. This is practised chiefly on the Coast of Arabia, in the Persian Gulph, and at Muscat, where they find it a very nourishing diet. Dates are seldom imported from India.

Hermodactyl is the root of a species of *Colchicum*, growing in Turkey and Arabia, of the shape of a heart, flat on one side, with a furrow on the other; of a whitish brown colour externally, internally white; compact and solid, yet easy to cut or powder; it is about the size of a chesnut, and has a viscous, sweetish, farinaceous taste, but no remarkable smell. They should be chosen as fresh as possible, well dried, and free from the worm, to which they are very subject. This article is seldom imported from the East Indies.

Junctus Odoratus, or *Squinanthum*, sweet rush, or camel's hay, is the produce of Arabia and Turkey, whence it is exported in bundles about a foot long, composed of smooth stalks, that bear some resemblance to barley straws in shape and colour. The leaves are like those of wheat, and it is full of a fungous pith: towards the tops of the stalks are sometimes found short woolly spikes of imperfect flowers, set in double rows. The sweet rush, when in perfection, has an agreeable smell, with a warm, somewhat bitter, but not unpleasant taste.

Myrrh is a vegetable product of the gum-resin kind, distilling by incision, and sometimes spontaneously, from a species of the genus *amyris*, (*Murr* and *Bol*, Hind. *Bola*, San.) It is generally in grains, from the size of a pea to that of a horse-bean, or larger; the figure is as irregular as the size; round, oblong, or contorted. These grains are of a resinous greasy substance, not hard to break; colour, a reddish brown, with a mixture of yellow; smell, strongly aromatic; and taste, acrid, warm, bitter, though somewhat spicy. When broken, myrrh is often marked with small white semi-lunar specks. It is to be chosen in clear pieces, light, friable, unctuous, and of the bitterest taste, of a reddish brown colour: the foul and black must be rejected. When pure, myrrh will dissolve in boiling water; but as the liquor cools, a portion of resinous matter subsides. There are sometimes found among myrrh, hard shining pieces, of a pale yellow colour, resembling gum Arabic, but without taste or smell; sometimes masses of bdellium are mixed with it, which are darker coloured, more opaque, softer than myrrh internally, and different in taste and smell. Sometimes an unctuous gummy resin, of a moderately strong, but somewhat

ungrateful smell, with a durable bitterish taste, obviously different from bdellium and myrrh, is found with this drug; and sometimes we meet with hard, compact dark-coloured tears, less unctuous than myrrh, of an offensive smell, and a most ungrateful bitterness, so as, when kept some time in the mouth, to provoke retching. The quantity allowed to a ton is 16 Cwt.

Rhinoceros' Horns are much esteemed among the Mahometans, on account of their being considered a powerful antidote against poison. They are in general about 12 to 15 inches long, and from 3 to 6 inches in diameter, though sometimes (rarely) 10 inches in diameter, and near 24 inches long. A good sized horn, sound, and not broken at the point, is worth from three to four pounds sterling. At the base they are commonly of a brown or olive colour, though occasionally grey, and sometimes nearly white: they are nearly straight, having a very small curve, inclining upwards with a sharp point. The horns of the Rhinoceros have not that interior spongy substance contained in those of other animals, but are entirely solid: they are made into drinking-cups and snuff-boxes.

Rhinoceros' Hides are in great demand for making targets or shields; when prepared, they are proof against the stroke of a scimitar; they are of a variegated colour, and when polished, very similar to tortoise-shell. At Surat they make the most elegant targets of these hides, and stud them with silver-headed nails. These will fetch from 30 to 40 rupees each, and are much sought after, particularly in Arabia.

Sagapenum is the concrete gummy resinous juice of a plant, supposed to be the *Ferula Persica*. It is met with in drops, and in masses composed of those drops; but the loose drops are much finer than the masses. In both forms it is a compact substance, considerably heavy, of a reddish colour outwardly, but paler within, and clear like horn. It grows soft on handling, so as frequently to stick to the fingers. The larger, darker coloured, broken masses of bdellium are sometimes substituted, but may be easily distinguished by the weak smell. Sagapenum has a strong smell, somewhat of the leek kind, and a moderately hot, biting taste. Of Sagapenum 18 cwt. is allowed to a ton.

Salep is prepared from the dried roots of a plant of the *Orchis mascula* (*Salib misri*, Hind. and Arab.); it was formerly imported from the East Indies, and held in great estimation, being considered highly nourishing. It is generally in yellowish white oval pieces, hard, clear, and pellucid, without smell, in taste somewhat resembling Tragacanth. It has the singular property of concealing the taste of salt water; hence, to prevent the calamity of famine at sea, it has been proposed that the powder of it

should constitute a part of every ship's provisions. If kept dry, it never spoils. The freight of this article is calculated at 16 cwt. to the ton.

Senna is the leaf of an annual pod-bearing plant, the *Cassia Senna* (*Sena Mecci*, Hind. *Sena*, Arab.), and is imported dry from Alexandria and the Red Sea; of an oblong figure, pointed at the ends, particularly the one opposite to where it grows to the stalk; in the middle it is about a quarter of an inch broad, and seldom more than an inch long, of a lively yellowish green colour, a firm texture, somewhat thick and flat; its smell faint, but not disagreeable, and its taste somewhat bitter, nauseous, and acrid. There are two or three inferior sorts, distinguishable by their being either narrower, longer, and sharp pointed, or larger, broader, and round pointed, with small prominent veins, of a fresh green colour, without any yellow cast.

In chusing Senna, the shape of the leaf should assure us that it is of the Alexandrian kind; it should be bright, fresh, of a good smell, soft to the touch, and clear from stalks and spots. That which is imported from India is in general foul, full of sticks and dirt, in the proportion of 3 lbs. of sticks and dirt to 1 lb. of leaf; if well garbled, it might answer, but the heat of the hold is very apt to injure it. The freight is calculated at 8 Cwt. to the ton.

Sharks' Fins are an article of trade from the Arabian and Persian Gulphs to India, and from thence to China; they are esteemed very strengthening by the Chinese. In chusing them, care should be taken that they have been properly cured; the larger they are, when free from decay, the more they are esteemed. In India they are generally sold by tale: each fin should be upwards of nine inches long; all under that size, reckon two for one; the price varies from three to five rupees per hundred. In China they are sold by the pecul, which contains about 500 pieces. The East Indiamen prefer carrying them on freight from India to China; they are packed in bales, weighing about 7 cwt.; and from Bombay to China the freight is about 20 to 24 rupees per bale. They are likewise prepared on the Malabar and Coromandel Coasts, and many of the islands in the Indian Ocean.

Gum Tragacanth, or Dragon, is a gum exuding from a prickly plant *(Astragalus.)* This commodity, chiefly produced in Turkey and Arabia, is of different hue and appearance, from a pale white to a dark and opaque. It is usually in long, slender, worm-like pieces, and sometimes in roundish drops, which are rare. It is moderately heavy, of a firm consistence, rather tough than hard. It is with difficulty pulverized, unless dried, and the pestle and mortar kept warm. Its natural colour is a pale white, and the

cleanest specimens are somewhat transparent. It has little or no smell, and a taste rather disagreeable. It melts in the mouth to a very soft mucilage, without sticking to the teeth, as Gum Arabic does. The most striking difference between this and the other gums is, that it gives a thicker consistence to a much larger quantity of water, and is with difficulty soluble, or rather dissolves but imperfectly. When put into water, it slowly imbibes a great quantity, swells in a large volume, and forms a soft, but not fluid mucilage: by agitation, and an addition of water, a solution may be obtained, but the gummy mucilage settles to the bottom on standing. Gum Tragacanth should be chosen in long twisted pieces, semi-transparent, white, very clear, and free from all other colours; the brown, and particularly the black, are to be wholly rejected. There is a sort of gum, which has been occasionally brought to England, resembling Tragacanth in outward appearance, but more transparent, called Kuteera, the produce, not of a thorny shrub, but of the *Sterculia Urens* (Roxb.,) which is not applicable to the same purposes, or indeed of any value. Of Tragacanth, 16 cwt. is allowed to a ton.

SECTION IX.

COAST OF ARABIA TO THE PERSIAN GULPH.

ADEN.—About 100 miles to the E. of the Straits of Babelmandel, is Cape Aden, in lat. 12° 43½′ N., long. 45° 14′ E. This Cape is high and craggy, and forms a peninsula, with a deep bay to the W., called Back Bay, and another to the E., in which the town of Aden is situated, in lat. about 12° 45′ N., where ships lie sheltered from W. winds. The anchorage is in 7 fathoms, with Cape Aden bearing S.; the mosque touching the N. W. point of Fortified Island (a black islet with a tower on its extremity) about three-quarters of a mile from the island.

The town of Aden has a miserable appearance from the sea, being nearly a heap of ruins, out of which two minarets and a mosque rear their heads. The rocky peninsula on which the town is situated, was formerly

strongly fortified, the summits of the rocks being covered with the ruins of lines and forts. The residence of the Sultan is but an indifferent building, and most of the houses are composed of basket work and matting. There is a pier running out from the middle of the town, where boats can conveniently land, but it does not extend to low water mark.

In 1802, Sir Home Popham was sent on a mission from Bengal to Arabia. He visited Aden, and prefers it to Mocha, both in a commercial and political point of view: as a commercial port, it has manifest advantages over Mocha, it being accessible at all times of the year. Its intercourse with the Coast of Africa can be kept up at all seasons, and consequently there would be a continued trade, if any protection was given to it by the English, to whom the Sultan is much attached.

Trade.—There are some merchants settled at Aden, who, though they have but little trade, enjoy a mild Government, and on that account they do not remove to Mocha. The exports and imports are nearly the same as at Mocha: Gum Arabic, and other drugs, brought from the opposite coast, owing to its contiguity, may be procured at a cheaper rate. The natives who inhabit the coast from Cape Guardafui to the Straits, exclude the Arabs from their ports, and bring their produce either to Aden or Mocha in their own dows: a great part of the myrrh and gum Arabic is brought to the former place, where the Banians of Mocha have each a partner established to conduct their business. Were a regular trade carried on at Aden, the consumption of goods would probably increase considerably, as the Africans have no limit to their purchases, excepting the amount of their gold, elephants' teeth, gums, and the produce of their own country.

The articles suitable to the market are as follow; and the quantity that may be disposed of, about the value of three lacs of rupees, principally the produce of the East Indies and China:—Benjamin, camphire, cardamums, cassia, China ware, cloves, cinnamon, cotton, cotton thread, cutlery, ginger, glass ware, hardware, ironmongery, iron, lead, piece goods, pepper, rice, sandal wood, silks, steel, sugar, tobacco, turmeric, tin, tutenague, and vermilion. The exports would consist of coffee, elephants' teeth, gold, and gums of various kinds.

Provisions and Refreshments.—The beef is but indifferent; the Sultan reserves to himself the disposal of bullocks. The best water is to be procured from Back Bay, the only expence of which is 3 dollars, demanded by the Dola: that from Aden is brackish, and brought in skins to the landing place. Grapes and pomegranates are plentiful, but no vegetables. Firewood is procurable.

MACULA BAY, about 55 leagues E. N. E. from Cape Aden, in

lat. about 13° 57′ N., and long. 47° 58′ E., is about 2 leagues deep, and 5 broad, with high land around. At the bottom of the bay is a small town; but refreshments are not to be expected, water, and every article of provision, except fish, being scarce, and the inhabitants are not to be trusted. Between this place and Shahar Point are several small villages close to the sea side.

SHAHAR is about 40 miles to the E. N. E. of Macula. This town appears of considerable size, and stands close to the sea side, on a flat sandy desert. The inhabitants are more civilized, and give a kind reception to strangers. Here provisions and refreshments may be procured. The place is known by two hills, one to the N., and the other to the S. Ships anchor in 9 fathoms, the first hill bearing N. E. by N., the other about W.

KISSEEN.—This bay is formed by Cape or Point Kisseen, in lat. 15° 19′ N., and long. about 51° 50′ E., and Cape Fartash, in lat. 15° 34′ N., long. 51° 56′ E: the former is known by two peaks that make like an ass's ears, and are so called. In this bay are three towns or villages, the principal of which is Kisseen, in lat. 15° 25′ N. To the W., about a mile from the shore, is a well, the only place where water can be procured. There is anchorage in the bay to the W. of Kisseen Point.

DOFAR.—This town is called Hammee Badgeree by the natives; it is about 52 leagues N. E. ½ E. from Cape Fartash, and in lat. 17° 3′ N., and long. 54° 10′ E.: the anchorage is about two miles from the shore. Ships may anchor in from 7 to 10 fathoms. This place was formerly of some importance. The town is small; no provisions or refreshments can be procured: the natives, who are armed with matchlocks and spears, are shy, but do not appear unfriendly to strangers.

MOREBAT.—Cape Morebat, which forms the S. extreme of the road, is in lat. 17° N., and long. 54° 32′ E. The town is about two miles from the point, and consists of a few huts, with several mosques: the best anchorage is abreast of the town, about a mile distance, in 8 or 9 fathoms. If the inhabitants should be shy in coming on board, wave a white flag, when they will come off: they are well behaved, but it would be improper to risk going far from the beach, or sleeping on shore in the night. This bay is preferable to any on the coast, and ships that lose their passage, generally wait here the change of the monsoon.

PROVISIONS AND REFRESHMENTS.—Water is to be procured by sinking casks near the mosques; it is brackish, but does not injure the health of the men. Fish are plentiful; a few fowls, some sheep, goats, and lean bullocks are to be had: the latter are scarce, but fodder more so. This place is not recommended, except in cases of necessity. The inhabitants

here are generally at war with those of the interior, with whom they have no communication.

MAZEIRA ISLAND, the N. E. part of this island is in lat. 20° 35′ N., some say 13′ more N., and long. about 58° 56′ E. On its E. side is a small village, but it is seldom visited by Europeans, the gulph to the W. and S. W. of it being dangerous, the currents running strong, and the coast being but imperfectly known. There is a passage between the island and the main for large vessels.

ROSALGATE, or RAS-EL-HAD.—This cape is the N. E. point of Arabia; the land is high and uneven over it, but facing the sea it is low and level. The latitude is 22° 20′ N., and long. 60° 10′ E.

The town, called Ras-el-had Town, is situated on the banks of a small river or creek, about 5 leagues from the Cape, in lat. about 22° 32′ E., inhabited by fishermen, who bring off fish and dates to ships passing: the town is small, has several trees near it, and 4 or 5 tombs or white buildings on the left of it.

ZOAR, or SOR, in lat. 22° 45′ N., about five leagues from Ras-el-had, corruptly Rosalgate, is a considerable town, and a place of some trade, but being so near Muscat, to which it is tributary, it is not visited by European vessels.

KURIAT.—To the S. of Cape Kuriat, or Ras Badaud, is a town of the same name, formerly of some note. The Cape is in lat. 23° 20′ N., and is known by a deep chasm in the high land, about two leagues to the S.

The Government of Muscat is said to extend to Cape Rosalgate, including the above places; but it is not safe for Europeans to land at the villages near the Cape, because the inhabitants are inhospitable to strangers, and there is reason to believe, that the wandering Arabs keep some of these villages or towns in subjection. The only supplies that are likely to be met with hereabouts, are fish, dates, and sometimes water, which are brought off by the country boats to ships passing near the coast.

MUSCAT.—The harbour, or cove, in lat. 23° 38′ N., and long. 58° 41′ E., is formed by high land to the S. and W., and on the E. side by an island, called Muscat Island, joined by a reef of rocks to the peninsula, on which the town of Muscat is situated, the entrance into the cove being from the N., and is protected by a fort on each side; there is another fort close to the town, that commands the inside of the cove, where the depths of water are 4 and 5 fathoms, between the two W. forts, and where a large fleet may moor in safety.

The town of Muscat is walled round, and none but Arabs and Banians are permitted to live within the gates; the others reside without, in mat

houses. It is strongly fortified, and no vessels are allowed to go in after dusk, or come out after sunset. It is the duty of the Serang of the Imaum, or Prince of Muscat, to assist any vessel that comes to the port; and they are allowed a certain sum for this, which they are never backward in demanding, whether they attend or not. When a vessel comes near, by making the usual signal for a pilot, they will come off, otherwise they will take no notice of any one: it is best to make them attend till the vessel is secured, as they have excellent boats for carrying out warp anchors.

Muscat is the key of Arabia and Persia; all the ports from Rosalgate to the Gulph are tributary to it; it is a place of very great trade, being possessed of a considerable number of large ships, which trade to the British settlements in India, to Sumatra, the Malay Peninsula, the Red Sea, and East Coast of Africa. Great indulgences are allowed by the English to the Imaum's flag. Muscat may be considered the magazine for goods, and is resorted to by vessels from every port in Persia, the ports of Arabia within the Gulph, and from the coast as far as the Indus. It has been the usual custom for all English merchant ships, in their voyage from India to Bussorah, to stop at Muscat, and in like manner on their return, and they generally sell and purchase goods here.

There is another town, about three miles to the W., called Muttra, defended by a small fort, which is nearly as large as Muscat, with several villages in the valley between. At Muttra there is a good place to haul vessels on shore; and though they have one at Muscat, yet they always send their largest there to be cleaned. There is a good road along the shore from Muscat to Muttra.

The Government of the Imaum is the strictest and civilest of any either in Persia or Arabia, and a stranger may walk the streets any hour in the night without molestation: goods are piled up in the streets, and lie night and day exposed, without any watch or guard, and there never happens an instance that such goods are pilfered, the police being so excellent.

Trade.—The trade carried on between British India and the Persian and Arabian Gulphs is considerable, and of great advantage to the former. The articles are enumerated under the different Settlements. The greater part of this commerce, as well as that to the E., is carried on by Arabs, under the Muscat flag. The trade between the subjects of Muscat on the coast, and the independent Arabs in the interior, by caravans, consists of almonds, cattle, drugs of sorts, elephants' teeth, various gums, hides, honey, ostrich feathers, rhinoceros' horns, rhinoceros' hides, skins, sheep, wax, pearl-shells, horses, and raisins. The caravans take in return various East Indian commodities, principally ginger, grain, opium, piece-goods,

pepper, sugar, spices, turmeric, and a small quantity of European cutlery, glass ware, looking glasses, broad cloth, &c.

The Imaum has abolished the slave trade here, at Zanzibar, and his other dominions.

Duties.—Foreigners pay 5 per cent.; Mahommedans 2½ per cent.

Provisions and Refreshments.—Provisions, fruits, and vegetables are to be had in plenty, and reasonably cheap. Bullocks are extremely good, at 10 to 12 dollars a head; a good sheep 2 or 3 dollars; fowls, large and reasonable. From April to September the market is extremely well supplied with grapes, melons, mangoes, oranges, limes, pomegranates, and other fruits; likewise greens, pumpkins, onions, and abundance of other vegetables. They are always well supplied with delicious fresh fish, which is the principal support of the natives; they kill meat daily on shore for sale, but that which comes on board the vessels, must come from Muttra, in a clandestine manner, as the compradore (or steward) is dependent on the Company's broker, who is a Hindoo, and very desirous of saving the lives of the bullocks, but they have not that authority on shore; they manage so as to bring the cattle on board in the night-time. The best mode of watering is with the ship's casks, otherwise they will bring off the water in oily boats in bulk, which will smell disagreeably in a few days, although very good if it is taken clear from the reservoir, which is near the sea, the water being conducted to it from a considerable distance inland. The Muscat mangoes are preferable to any in India.

Coins.—Accounts are kept here in gass and mamoodies; 20 gass make 1 mamoody. The coins current are

30 Budgerooks	equal to	1 Mamoody.
3½ Mamoodies	"	1 Surat Rupee.
4 Ditto	"	1 Bombay Rupee.
7½ Ditto	"	1 Spanish Dollar.

All Persian, Turkish, and Indian coins are met with here, but they are generally sold by weight.

Weights.—The weights are the cucha and maund; 24 cuchas making a maund, which is equal to 8 lbs. 12 oz. avoirdupois.

BURKA.—This place is in latitude 23° 41½′ N., longitude about 57° 54′ E., and is strongly fortified. Here the Imaum of Muscat resides in summer: between it and the entrance of the Persian Gulph are several small villages, seldom visited by any European vessels. Ships may anchor at Burka in 5, 6, or 7 fathoms water, 2 or 3 miles off shore. As the ground is loose in Burka Road, ships should anchor well out, not under 7 or 8 fathoms. Provisions are plentiful and cheap here.

SECTION X.

GULPH OF PERSIA.

THE entrance into the Gulph of Persia is between Cape Mussendom (or Ras el Djebel) in Arabia, on the S. side, in latitude 26° 21′ N., and longitude 56° 38′ E., and Cape Jasques in Persia, in latitude 25° 38′ N., and longitude 58° 10′ E., on the N. side.

On the Arabian side of the Gulph, the coast, extending upwards of 400 miles, from Cape Mussendom to the Bahreen Islands, is denominated the Pirate Coast.

RAS EL KHIMA, the capital of the Pirate Coast, is in latitude 25° 47′ N. and longitude about 56° E. The town stands on a sandy peninsula, defended in the isthmus by a well-flanked battery with square towers, the sea-line defended by batteries of one gun each at regular intervals between the point and the wall, comprising a space of about 1¼ mile. Many date-trees are within the walls, and huts, built of their leaves and bamboo supports, form a suburb to the town of flat-roofed houses. There are several castles, one of which is the residence of their Chief, and another a protection for naval stores, &c.

BAHREEN ISLANDS.—These Islands were surveyed about six years back by Lieut. Tanner. The S. E. anchorage, between the Debil and Jellia Shoals, lies in latitude 26° 11′ or 26° 12′ N., and being sheltered by the surrounding reefs, is preferable, though difficult of access, and it would be imprudent to enter the intricate channel without a pilot, who will come off at the signal of a gun at the edge of the reef. The chief Island, called BAHREEN, is well cultivated: the N. shore runs nearly E. and W. Its principal town, called Manama, is at its E. end. It is large and populous, the buildings well constructed, and the appearance of it more decent than any in the Gulph. Its bazar is good, and well supplied with fine cattle, poultry, fish, grain, vegetables, and fruit.

ARAD, another of the Islands, lies nearly N. and S., is very low and sandy, and surrounded by the Jellia Shoals and other reefs, extending 4 or 5 miles. A narrow isthmus divides it into two parts, and which is sometimes overflowed. The N. part is called Sommahee, and the S. division, on which the town is built, Maharag. Ferry boats keep up the communication.

Near the isthmus is a village called Psetine, with a small flat islet upon a bank in front of it.

The Port of Bahreen carries on considerable trade, and appears a place of great resort, particularly by the Arabs. A great many vessels are seen in the port. In 1817, thirty-nine large boats were counted, fit either for war or traffic, besides several building, and some absent at sea. The people were friendly and hospitable, though they are addicted to piracy. Lieut. Tanner experienced from the principal merchants the greatest kindness. The Saikh of Bahreen refuses to acknowledge the supremacy of Persia, and suffers none of the coin in the Islands to bear the titles of the Persian Sovereign.

Trade.—At these Islands is the greatest and most valuable pearl fishery in the world. The pearl banks commence in about 25° N. latitude, and extend to 26° 40′ N.

The fishery generally commences in June, and lasts about two months. It is carried on by the Persians, and the divers are Persians.

The duty on what is taken, is one third to the Sovereign, which the collector receives every day, either pearls, or their equivalent in money, as the divers, or those who contract with them, can agree. It sometimes happens that a diver, or contractor, makes his fortune in a season. The boats are all numbered, and no oysters are allowed to be opened in a boat, but must be brought on shore by a certain hour, when they are opened in the presence of an officer. The pearls which are found, are then carried to the collector, who receives the duty, and the day's business is concluded.

The oyster banks have from 15 to 30 feet water on them, and some more. It frequently happens that a man will bring up 300 to 400 oysters in a day, and not find as many pearls as are worth five shillings; as there are more which have not any, than those that have, and of these many have only small pearls, which are denominated seed pearl.

The oyster shells are always the property of the divers, whether they fish for themselves, or contract with others. Some of these shells are from 8 to 10 inches in diameter, nearly of a round form, and thick in proportion. The oysters are seldom eaten, as they are generally rank. The sorts and sizes vary so much, that the smallest are not two inches in diameter: these are eaten by the people on the spot. The largest shells have not always the greatest quantity, nor do they contain the largest pearls, as neither the size nor colour indicates their contents, it being mere chance. The round pearls are always found in the fleshy part of the oyster, and many of those which have an irregular shape: some adhere to the inner part of the shell, which are deformed, and flat on that side which is attached to it.

The shells are bought on the spot, and sent to different parts of Persia, from whence they are sent up the Red Sea, and from thence to Grand Cairo and Constantinople. Many are carried to India, and from thence to China, where they are manufactured into a great variety of neat and useful articles.

The pearls produced here are not so much esteemed in Europe as those of Ceylon, having a yellowish hue; but the natives of India prefer them. They say they always retain their original colour: whereas the white will in a few years become darker, from the heat of the weather, and that of the person wearing them.

Provisions and Refreshments.—Plenty of cattle and fine large sheep are here procurable, at higher prices than at other ports in the Gulph. Rice is scarce and dear. There are numerous springs of excellent water in the interior of Bahreen, but at too great distance from Manama for easy supply to shipping, The only water used on Arad is brought up in skins, by the pearl-divers, from the bottom of the sea, in 3 fathoms, where there is a fine spring of good fresh water, with the top of a jar fitted to the mouth of it, through which the water gushes. From this mode of procuring it, water can seldom be obtained quite fresh.

CATIF, or EL KATIF.—The town is situated in latitude about 26° 36½′ N., longitude 50° 12′ E., at the W. extremity of a bay of the same name, which extends a considerable distance inland, having in it the small island and town of Karud or Tarud. It is said to be a good harbour, and a place of some trade, but is seldom visited by Europeans.

GRANE.—This town and harbour are situated in latitude 29° 24½′ N., longitude about 47° 48′ E., about 18 leagues from the entrance of Bussorah River. The town, or village, is on the S. side of a small river, and here the Company's cruisers generally wait the arrival of the overland dispatches from Europe. The haven, which stretches far inland, is considered secure in most winds; but its shores are lined with reefs. The anchorage is W. of the village, in 5, 6, or 7 fathoms.

BUSSORAH, or BASRA.—This town is situated in a plain, about three miles from the great river of Arabia, from which a creek runs into the city, navigable at high water for vessels of 50 or 60 tons, and is in latitude 30° 30′ N., and longitude 47° 40′ E., taken at the factory: the difference of latitude between the town and the bar at the entrance of the river, is about 34 miles. It is about 100 miles from the Persian Gulph, into which that river empties itself, and about 90 miles from Korna, the extreme point of Mesopotamia, where the rivers Tigris and Euphrates unite. The river is about half a mile broad from Bussorah Creek to the Persian shore.

The city is walled, and surrounded with a deep and broad ditch; it has four gates and a sally-port. The walls are of mud, from 20 to 25 feet thick, with parapet walls, breast-high, which have small embrasures for musketry or arrows. The walls not only encircle the city on the side of the land, but likewise on those of the creek, the entrance of which is at a considerable distance, where the walls terminate on both sides, each extremity being defended by a fortification and a gate, which are three miles distant from the town. In the intermediate space are many thousands of date-trees, mixed with rice grounds. The walls are about 12 miles in circuit; and although not half the enclosed space is built upon, yet it is a large city, and was formerly very populous. The two principal gates are large, and are situated on the land side; one is called the Bagdad, and the other the Zobeir Gate; neither of them is defended by a ditch, which is wanting for a considerable distance on each side. The foundation of the walls, which is built of burnt brick, reaches so high, as to be above the water when the ditch is full. The water is let into the ditch at the flood tide from the creek, and is retained by flood gates.

The mosques and houses are all built of burnt brick; many houses belonging to the merchants are large and convenient, being only one story high above the ground-floor, which consists of a hall facing the gate; on each side of which are magazines and warehouses for the reception of merchandise.

The meydan, or great square, is very large, and is not only used for exercising horses, but as the great corn market, where wheat, and all kinds of grain and pulse are sold, wholesale. On one side of the meydan is the Seraglio, or Governor's palace, which is very large, but not a handsome building.

The British factory is a good and convenient building, situated on the banks of the creek, full three miles from its mouth, where vessels of 80 tons may unload their cargoes at the gate of the factory. At the side of the creek is a good garden; and about 5 miles' distance from the Bagdad gate, the Company's agent has a country house, called Margil, distant about a quarter of a mile from the banks of the river.

Trade.—From its convenient situation, Bussorah is a place of great trade, as merchants can here purchase the produce of most parts of India, Persia, and Arabia, at the first hand, they being imported directly from the place of their growth and manufacture. There are a number of Armenian and other merchants resident here, who carry on a considerable commerce with all the ports of India, by caravans to Aleppo and Bagdad, and from thence to Constantinople. The trade between India and Persia is very

considerable. The demand for British manufactures is comparatively small; the most valuable part is supplied from Europe by caravans across the desert. The expence of carriage, including the insurance from risk, and the duties paid the wandering tribes, &c. is very moderate. It is impossible that a cargo of European goods to any extent could be found capable of being disposed of in all or any ports in the Gulph. A recent account states, the articles of British manufacture suited to the Persian market, to be woollens, metals, chiefly iron and lead, and glass ware, including cut lustres, decanters, &c. A considerable part of the goods imported into Bussorah from India is, no doubt, for Turkey and other parts, as well as Persia; but as most of those articles are also imported into Bushire (the Indian manufactures, however, in small quantities, but the others in a much larger proportion), some of these necessary for the supply of Persia, are of considerable value, and naturally entitled to a preference over woollens or other European articles; whilst, on the other hand, the greater part of the products and manufactures of Persia is not suitable to the Indian markets. They consist of horses, pearls, silks, brocades, carpets, manufactures of steel, sword blades, spear heads, gun barrels, glass, rose-water, otto of roses, cotton cloths, shawls, skins, raw silks, some indigo, tobacco, rhubarb, drugs of different sorts, dried fruits, iron, copper, Caramania wool, wines, and some trifling articles; to which must be added Persian and Turkish coins, Venetian sequins, German crowns, and gold and silver in bars. India is therefore a constant drain upon Persia for its gold and silver, as scarce one third of the imports can be returned to India in the produce of Persia.

Surat piece-goods form the largest item in the list of imports from India. Fine Bengal muslins, as well as fine Surat piece-goods, and the finer sorts of Guzerat goods, go off well. The first-mentioned are sold to merchants, who come from different parts of Turkey. The red and blue goods are the consumption of Bussorah, and places adjacent. It is necessary to observe, that the sooner these goods are provided at Surat, the cheaper they will turn out; and by being early at market, you will have the advantage of chusing or procuring the goods of a finer quality than when the monsoon is far advanced, or at the latter end of it.

INSTRUCTIONS RELATIVE TO THE TRADE AT BUSSORAH.

Immediately upon your arrival, use dispatch in going up to town, and procure boats for your cargo; for which you will apply to the Chief, who generally sends down boats, called dunnocks; but have trankeys, as they are less liable to be stopped in the river, which frequently happens when dunnocks are sent.

You are next to look out for, and hire a good house, with large godowns, which ought to be as nigh the creek as possible, for the convenience of landing and receiving your goods.

In chusing your broker, much caution and circumspection are necessary, as your whole transactions depend upon his being steady to your interest. If possible, employ a person who trades a little for himself, and is independent of any one else; the same caution is to be used in chusing your shroff (or banker.)

These persons you will find very slow in transacting your affairs, though they will appear to be very assiduous. Your servants should be solely dependent upon yourself, and you ought not to employ any recommended by persons whom you suspect to be desirous of prying into your concerns; otherwise your transactions will be communicated to the whole town, which will be much to your prejudice.

After you are settled in your house, the merchants will come and pay you a visit; the Turks and Armenians will be very inquisitive about your affairs. They are particularly tenacious of any slight; be therefore very complaisant in your behaviour, and treat them (particularly the Turks) with much courtesy.

When landing your cargo, the freight goods (if you have any) should be put in different boats from your own, otherwise it will occasion much confusion and trouble, as all the freight is carried to the custom-house; but your own private trade, immediately upon landing, is carried to your own house; for which reason, the officers on board should have a list of the freight goods, and orders not to mix them in the boats with the trade, but load them separately.

The purser (if you have one) ought to attend at the landing-place with a list of the freight, and the marks and numbers of each package; as it frequently happens that the merchants do not know their bales.

After all your goods are landed, you inform the Shabundar you are ready for his visit: he will come with his officers, attendants, writers, and some of the principal merchants of the place. They will take an account of your goods, open a bale or two of each quality, and are satisfied with your account of the number of bales, and quantity of pieces in each. This good opinion should not be abused, as it renders the inspection extremely easy to you. And for the gruff goods, he takes the account entirely from yourself.

After this visit, he pays you another, to be informed of the prices for which you have sold your goods; and if any remain unsold, they are valued, and the customs and duties calculated upon the whole.

The Shabundar receives no duty upon grain; this is paid to the Murbarall: other goods either pay to the Shabundar, or custom-house.

Upon exporting any goods, you must have a permit from the Shabundar, mentioning the quantity and quality of them.

The hamauls, or custom-house porters, will not allow your own hamauls to bring your goods from the water-side to your house (as these people farm their place from Government, and pay a large sum annually for it), for which you pay them 1 mamoody for every bale, and 5 mamoodies for every 100 maunds (sophy). House hamauls have only one half that sum for their labour, and 5 mamoodies per 100 maunds (sophy) for the returning cargo.

Boat hire is 2 mamoodies per bale, and 10 mamoodies per 100 maunds (sophy). The best method is to hire trankeys for so much per trip; the expense is somewhat more, but the safety of your goods, and the dispatch they make, fully compensate for it.

Presents here are very necessary, particularly to the Islam (or Bashaw); they are generally made up in goods to the value of 1,200 or 1,500 cruse; but he afterwards receives the amount in money, and the goods are returned: this makes it easy to the merchant, as he might otherwise dispute the value of the goods.

You should make a proportionate present to the Shabundar and his people, the Mirbhar's people, your broker, shroff, linguist, and the Bashaw's servants.

After your presents are all made, you visit the Islam, who makes you some trifling present, as a coat, (or gown) such as is worn in the country.

A house will cost about	30 tomands for the season.
A licence to trade	5 tomands per annum.
Durwan, or door porter	36 mamoodies per month.
Waterman, or Beasty	30 mamoodies per month.
Watchman	20 mamoodies per month.

Owners of ships from all ports in India allow the Commanders house rent, palanquin (or carriage) hire, oil, candles, grain, fuel, sircars' (or compradores') pay, except at the port to which the ship belongs, when no house rent or palanquin hire is allowed, but every thing else. And this custom is general in India, except there is a special agreement to the contrary. If they bring back freight, the owners allow the Commander 5 per cent. as a commission for collecting it.

Duties and Port Charges.—All goods imported in English ships pay a duty and consulage to the East India Company, which amount to 6 per cent. This duty is over and above what is paid to the Bashaw of Bagdad; who receives two customs on all goods which are sent from

Bussorah, *viz.* 3 per cent. from Europeans, and 8 per cent. from all Turks, Persians, and other Asiatics; one duty is paid at Bussorah, the other at Bagdad. These goods are rated at their current prices, on their arrival at each place, with the exception of such goods as are conveyed directly by the caravan from Bussorah to Aleppo, which must pay two duties at Bussorah, one on arrival, and another, called the Bagdad duty, before departure. No caravan can depart for Aleppo without leave first obtained from the Bashaw of Bagdad; so that he receives 6 per cent. from Europeans, and 16 per cent. from all others, and half this duty only on goods consumed at Bussorah. By a recent account (1822) it however appears, that Indian piece-goods pay an import duty at Bussorah, of 7½ per cent. upon prices affixed to them; and that sugar, indigo, and all drugs, pay 8½ per cent. on the actual prices.

Provisions and Refreshments.—Provisions are very good here, and at reasonable prices, particularly beef, mutton, and butter, as well as camel's flesh, which the Arabs prefer to beef, especially when young. The fruits are apples, grapes, peaches, nectarines, promegranates, dates, &c.

Coins.—Various sorts of money are met with, which are constantly fluctuating in value; being higher during the monsoon than after it, when all the foreign ships are gone. Few of the coins current in Persia are coined in the country. The consequence of this want of standard coins, and the introduction of foreign money, is such a constant variation in the price, that it is impossible to ascertain, for any length of time, the value of gold coins; and the Governors of the different districts often alter their standard value without assigning any reason. All coins are taken at a disadvantage, except the tomand, and the Turkish coins. The latter have a fixed value; though merchants, in dealing with strangers, generally rate them something above their legal price.

Accounts are kept in mamoodies of 10 danims or 100 floose. 100 mamoodies make 1 tomand, which is valued at 15 rupees. The real money is as follows:

10 Floose	equal to	1 Danim.
12 Danims	"	1 Mamoodie.
4½ Mamoodies	"	1 Kruse or Dollar.
75 Ditto	"	1 Tomand Zelotte.
100 Ditto	"	1 Tomand Howess.

Weights.—Gold and silver are weighed by the Cheki of 100 miscals or 150 drachms. The miscal weighs about 72 English grains. A miscal of the finest gold is worth about 22½ mamoodies: a cheki of fine silver is worth 180 mamoodies nearly; hence, the mamoodie is equal to 3⅕ grains of fine gold, or 40 grains of fine silver, or about 5½d. sterling.

The pearl weight is 72 habbab, or 27 batta Surat, equal to 1 miscal, which is equivalent to 14 oz. 19 dwts. 6 grs. avoirdupois.

The great weights are the maund atteree, the maund sofy or sessee, and the oka of Bagdad.

1	Vakia	equal to	19 oz. avoir.	oz.
$2\frac{1}{2}$	Vakias tary	"	1 Oka of Bagdad	= $47\frac{1}{2}$ avoir.
$14\frac{1}{2}$	Vakias tary	"	1 Rattle.	
24 or 25 or 26	Vakias tary	"	1 Maund atteree	lbs. oz. = 28 . 8 avoir.
24 / 76	Vakias sofy, or Vakias tary	"	1 Maund sofy	= 90 . 4 avoir.
117	Vakias tary	"	1 Cutra of Indigo	= 138 . 15 avoir.

The maund sofy is equal to 1 Bengal factory maund, 8 seers, $5\frac{1}{2}$ chittacks; and the maund atteree to 15 seers, $4\frac{1}{2}$ chittacks.

There are sundry allowances made on delivering of goods beyond the aforegoing weights, *viz.*

26 Vakias per Maund, for Ginger, Pepper, and Coffee.
25 Ditto .... for Cardamums, Sugar Candy, and Benjamin.
24 Ditto .... for Sugar and all kinds of Metals.

The maund for cotton is equal to 2 Surat maunds; and for indigo, 3 Surat maunds, 35 seers. Rice is sold at $78\frac{1}{2}$ Vakias per maund sofy.

The weights of the Arabians in the bazars differ from the above, which are those used by Europeans settled at Bussorah; and likewise vary among themselves. The vakia tary, which should be about 115 miscals, varies from 110 to 118.

Measure.—The guz or cubit is about 37 English inches; 93 being equal to 100 yards English.

BANDAREEK, or BENDER RIGK.—This port is in latitude 29° 42′ N., and previous to the troubles in Persia, the Company had a factory here; it has been long since withdrawn. It was formerly a place of some note; the houses are built of mats; the inhabitants are chiefly Arabs; and though they may appear civil to Europeans, are not to be trusted.

COINS.

$4\frac{1}{2}$ Mamoodies ...... equal to ....1 Naderee.
64 Ditto .... " ....1 Gold Mohur.

Weight.—The maund weighs $7\frac{1}{2}$ lbs. avoirdupois.

KORGO, or KOUERI, is a small low island, about 4 miles long, and a quarter of a mile broad, situated near the N. E. end of Karak; there is a channel between them about a mile wide, and quite safe. On both ends of Korgo there is water, but not so good as that on Karak; the best anchorage

is at the N. E. part of the island, where there are a few date-trees, and thereabouts a watering place.

KARAK.—This island is in latitude 29° 15¾′ N., longitude 50° 27′ E., about 12 leagues from Bushire town. It is about 7 miles long, and 4 broad. At the N. E. end is a bay, where there is good anchorage, and near it a strong castle built on the extreme point, which commands the whole anchorage of the bay.

Trade.—There is very little on this island. The best pilots for Bussorah are procured here. To carry a ship there and back, they generally receive 150 to 160 rupees, with an addition of 50 more for the trankey that attends, and provisions for five or six people. It is customary to give a bag or two of rice to the Sheik, and one to the pilot's family. During the time the ship is stationary at Bussorah, the pilot receives 10 rupees per month.

Provisions and Refreshments.—The water of Karak is much better than at Bushire. Firewood is very scarce; what they have, is brought from the northern coast. Fish are plentiful, which with dates are the principal food of the inhabitants; for they have no grain but what comes from Bushire, and very few vegetables. Bullocks, sheep, and poultry are to be procured, but at an exorbitant price when a supply is wanted.

BUSHIRE, or ABUSCHÆHR, is the principal seaport the Persians have in the Gulph, and is situated about S. S. E. from the bar at Bussorah, 70 leagues distance, and about 8 leagues S. E. from the Island of Karak. The town is in latitude 29° N., longitude 50° 56′ E., and stands on the N. point of a low peninsula, of which Rischar Point, about 4 leagues to the S., forms the other extreme. It stands so very low, that the houses are discovered on coming from the sea, much sooner than the land on which the town is built. The situation on one side is near the entrance, and on the S. bank of the river of that name, having a sandy beach between the houses and the river, in some places about 20, in others from 30 to 40 yards in breadth at high water. The tide rises in the river 5 or 6 feet perpendicular, but not more than 2 or 3 in the roads. Another side of the town is on the banks of the sea, with a sandy beach. The town is surrounded with stone walls, except the part which is within the river's mouth; but they are not kept in good repair. There are two gates on the land side, one on each side, facing each of which is a very large brass cannon, the diameter of the bore of which is 11½ inches: they were brought from Ormus in 1622, and though they bear the date of 1502, appear as if new. The town is about 3 miles in circuit, and of a rectangular form; the longest sides are those on each sea bank. There is neither castle nor battery in or near the town belonging to it; but there are many war galliots, and a number of small merchantmen belonging to those who trade to and from Muscat, Gombroon,

and other places in the Gulph, as well in Arabia as Persia and Bussorah. The number of inhabitants is stated to be 20,000.

The entrance of the river is about 3 miles broad; yet near the town it is not navigable (even for boats at low water) a hundred yards across. Vessels that draw more than 9 feet, cannot come into the river at high water; those of less draught may go above the town. The road where ships lie, is directly fronting the river, there being 2 or 3 fathoms three miles from the shore. There are many channels in the entrance of the road, between which there are not above 8 or 10 feet, so that ships of any great burden anchor at least 2 leagues from the shore in about 4 fathoms, with a soft muddy bottom. The road is quite open; and when strange ships arrive, they should make signals for a pilot from the town, as all ships bound to Bussorah call here, and take a pilot, while those that come from Bussorah, put their pilots on shore at Bushire. The navigation here is dangerous, as the Charts are not always correct. A vessel was last year wrecked in consequence of the island Zazarini being incorrectly laid down in the Charts of the Persian Gulph. Its true position is stated to be in latitude 27° 57′ N., longitude 50° 19′ E., the Island of Kenn bearing S. W. by compass, 14 miles.

Trade.—From Bombay, Bengal, Muscat, and other places, are imported piece-goods similar to those enumerated at Bussorah; likewise bamboos, cotton, cotton yarn, cardamums, cloves, cinnamon, China ware, cassia buds, coffee, China camphire, ginger, indigo, iron, lead, musk, nutmegs, pepper, red lead, sugar, sugar candy, steel, shawls, silk goods, turmeric, tutenague, tobacco, tin, and woollens. A considerable part of these importations is supposed to be for Turkey and Arabia, as well as this part of Persia: of Indian manufactures the quantities imported into Bushire are small compared with those of Bussorah, but of the European commodities a much larger proportion.

Very few of the products of Persia being suitable to the Indian market, the returns are principally made in Persian and Turkish coins, Venetian sequins, German crowns, and gold and silver in bars. About one-fifth of the imports are estimated to be returned in Persian commodities, consisting of drugs of various kinds, carpets, rose-water, otto of roses, Schiraz wine, &c.

Regulations.—All vessels under the British flag are subject to the British Resident at Bushire, who must be waited upon at first arrival, and his certificate obtained before sailing.

Rates of Pilotage.—These rates were formerly a source of contention, from their being partly paid in rice, and partly in money, and all classes of

vessels paying alike. But in 1818 they were revised by the Sheik, who established the following rates, to be charged on all vessels visiting the port, and requiring pilots, *viz:*

Inner roads of Bushire—*in*, 1 piastre per foot; *out*, the same. Inner harbour of Bushire, from inner roads—*in*, 1 piastre per foot; *out*, the same. Halilah Bay—*in*, ½ a piastre per foot; *out*, the same.

Pilot detained on board *with* his boat, vessel not coming into the inner road, 8 piastres per day; *without* his boat, 2 piastres per day; the same if detained after going on board to take vessels out. Moving ships from one anchorage to another, half pilotage on draught of water.

No rice to be given to the pilot, as his right.

Duties.—The import duties average about 5 per cent. Indigo pays more. The duty on exports averages from 2½ to 3 per cent. British property pays only half the duty on native and other property.

Provisions and Refreshments are all brought from the interior by caravans, and the town is well supplied with fruits, vegetables, and meat, which are both good and cheap. A full grown sheep from 1½ to 2 rupees each. Oxen, which weigh from 4 to 5 cwt. each, from 6 to 8 rupees. The fruits are good, such as apples, pears, peaches, nectarines, apricots, plums, and grapes. Bread, butter, milk, and vegetables are excellent, and reasonable. The water in the town is very bad, being brackish, and brings on disorders, unless mixed with spirits, lime-juice, &c., but they have some good water, which is brought from the interior. There are fish of various kinds in great plenty.

Coins.—Many European and most of the Asiatic coins pass here at the same rates as at Bussorah; but the price fluctuates in proportion to the quantity of specie in the market.

Accounts are kept in floose, mamoodies, and tomands; 100 mamoodies making 1 tomand.

Weights.—Pearls are sold by the abas, a weight equal to about 3½ diamond grains, or 2.875 gold grains.

BUSHEAB, or SHEIK SHAIB, in latitude 26° 48′ N., and extending from longitude 53° 19′ to 53° 31′ E., next to Kismis, is the largest island in the Gulph, and subject to the Sheik of Nakelo, a town on the coast opposite to the island Schittuar, which is separated from the E. end of Busheab by a channel about ¾ of a mile wide. Here is good anchorage; but the Sheik is a predatory Chief, and not to be trusted. A shoal projects from the W. end of the island to a considerable distance.

KISMIS, or KISHMA, (boat-island), called by the Arabs Jesiret Tauille, by the Persians Jesiret Draas, the largest island in the Gulph, extends

about 20 leagues E. by N. and W. by S. At the E. end, opposite to a small island, named Larek, or Laredsh, is the town of Kishm, in latitude 26° 57′ N., longitude 56° 24½′ E., which is considerable, well inhabited, walled round, including a small oblong fort. This island produces large quantities of wheat and grain, and was formerly the granary of Ormus.

ORMUS, OR HORMUZ.—This little island, which is not more than 6 miles long, and about 4 broad, stands within 7 miles of the continent, in latitude 27° 7′ N., longitude 56° 37′ E., nearly opposite to Gombroon, and was once one of the richest marts in the east. The Portuguese obtained possession of it in 1514, but were afterwards expelled by the Persians, assisted by the English. After it once fell into the hands of the Persians, the place was quickly ruined, and the trade transferred to Gombroon. A garrison was kept in the citadel for some time; but by degrees that has fallen to ruin, and the island is nearly deserted: scarcely the smallest remains are now left to prove that this was once a place of such great consequence, and the principal magazine of the Indian commerce.

TRADE.—The only natural productions of the island are sulphur, salt, and red earth, for which articles vessels come occasionally. The black shining sand of Ormus is much esteemed in India.

REFRESHMENTS.—There are said to be two cisterns or tanks of fresh water on the N. W. end of Ormus.

GOMBROON, OR BENDER ABASSI.—This town, formerly so flourishing, now reduced to a fishing town, is situated on the main, nearly opposite Ormus, in latitude 27° 13′ N., and about 6 leagues to the N. of the E. end of Kishma Island. There is good anchorage in 3½ fathoms, mud, at low water, spring-tides; the town bearing N. 15° W., distant 3 miles.

TRADE is at present trifling; the articles similar to those enumerated under BUSHIRE; but scarcely one vessel in a season calls here.

COINS.—Accounts are kept in mamoodies current, of 20 gassas; also in shakees of 10 coz, or pice.

A toman contains 100 mamoodies; a new abassee, 2 mamoodies or 4 shakees or shatreas; a shakee, 10 coz or cozbaugues, a small copper coin. The shakees are imaginary money, in which bargains are made; the returns for goods, shewing 7 or 8 per cent. for the exchange, are generally made in abassees.

A mamoodie is to contain $\frac{2}{3}$ silver and $\frac{1}{3}$ copper: 100 mamoodies, coined at Avesa, in Chusistan, weigh 71¾ mussals, or miscals, equal to 5136 English grains. Hence a mamoodie contains 20½ grains of fine silver; 100 being worth about 24s., or nearly 3d. each.

All sorts of coins pass here; the exchanges generally as follow:—

Venetian	at 28 Shakees.
Rupee	$6\frac{3}{4}$ to 9.
Dollar	$13\frac{1}{2}$ to 20.
Larees (Ispahan money)	$2\frac{1}{2}$.

Abassees and sequins are the common coins; of the latter there are several kinds, the Venetians being the best by 2 per cent. When a parcel of Venetian Ducats are mixed with others, the whole go by the name of sequins; but when separate, one sort is called Venetians, and all the rest indifferently by the name of gubbers.

WEIGHTS.—Gold and silver, and other valuable commodities, are weighed by the miscal, of 2 dwts. $23\frac{7}{12}$ grs.: $2\frac{1}{2}$ miscals are equal to a Surat tola.

The larger weights are of different sorts, and vary according to the commodities sold.

The maund tabree weighs $6\frac{3}{4}$ lbs. avoirdupois in commerce, but only $6\frac{1}{4}$ in the Bazar. By this weight, sugar, copper, tutenague, and all kinds of drugs are sold.

The maund copra is $7\frac{3}{4}$ lbs. at the Custom-house, but in the Bazar, from $7\frac{1}{4}$ lbs. to $7\frac{1}{2}$ lbs. By this weight, rice, almonds, raisins, and other eatables are sold.

The maund shaw is equal to 2 maunds tabree, or $13\frac{1}{2}$ lbs.

MEASURES.—The long measure is the guz, 93 of which are reckoned to 100 English yards.

Eight islands have recently been discovered in this Gulph by H. M. S. Favourite, the situations and Arabic names of which are as follow:—DAUSS, in latitude 25° 10′ N., longitude 52° 45′ E.; JARNAIN, in latitude 25° 8′ N., longitude 52° 55′ E.; ARZENIE, in latitude 24° 56′ N., longitude 62° 33′ E.; DALMY, in latitude 24° 36′ N., longitude 52° 24′ E.; SEER BENI YASS, in latitude 24° 34′ N., longitude 52° 40′ E.; DANIE, in latitude 25° 1′ N., longitude 52° 20′ E.; SHERAROW, in latitude 25° 13′ N., longitude 52° 18′ E.; and HAWLOOL, in latitude 25° 41′ N., longitude 52° 23′ E. These islands are mostly dangerous of approach, having a coral base. They are situated in the centre of an extensive pearl fishery, which affords perhaps the best pearls in the world. The fishing season is from April to September.

Passports for the Persian Gulph.—By order of the Supreme Government of Bengal, 17th Feb., 1821, all British subjects proceeding from thence to any of the ports in the Persian Gulph, for the purpose of visiting or passing through the territories dependent on the Pashalik of Bagdad, are

required to provide themselves with passports, to be granted upon application to the Secretary to Government in the political department; in default of which, they risk being stopped on their arrival at those ports.

ARTICLES PROCURABLE IN THE GULPH OF PERSIA.

Almonds are carried in large quantities from Persia to India; great care is necessary in the choice of these kernels, as they are apt to become rancid in keeping, and to be preyed on by an insect which eats out the internal part, leaving the almond to all appearance perfect. They should be chosen large, of a bright cinnamon colour without, breaking of a clean pure white within. A species of bitter almonds passes current at Surat, called baddams, about 60 of which are equal to a pie or pice.

Gum Ammoniac is a concrete gummy-resinous juice, brought from Persia, and various parts of the East, (supposed to be obtained from a species of *Ferula*) either in fine tears, or drops, or in masses of a milky whiteness; the external part of the mass commonly inclines to yellow or brown, and the white tears change to the same colour, on being exposed for some time to the air. This gum has a strong smell, somewhat resembling galbanum, or garlic, but not so ungrateful; a disagreeable sweetness of taste, followed by a sensation of bitterness; it softens in the mouth, and on being chewed, becomes of a white colour. Gum Ammoniacum in masses should be chosen full of drops or tears, without filth or seeds, dry, brittle, growing soft by the fire, and easily reduced to a white powder, of a sharp taste and smell. The drops should be round, white internally and externally, of a bitter taste, and free from seeds or other foreign substances, and when thrown on live coals, burning away in flame. Reject that which is soft, dark coloured, and foul. A ton is 16 Cwt.

Gum Arabic, (*Babul-ca-Gund*, Hind.) a mucilage, which oozes from several species of *Mimosa*, in various parts of the world. Much of the Indian gum arabic is obtained from the *M. Arabica*, (*Babul*, Hind. *Barbura*, San.) It is in small clear masses, of an insipid viscous taste; semi-transparent; of a clear whitish, or very pale yellow colour, though it is sometimes darker; but the clearer and more pellucid, the better the gum. When pure, it dissolves in water, otherwise it leaves a sediment. It is essential to have this gum well garbled in India; and care should be taken that it is not intermixed with a gum resembling it, but generally in larger pieces, which is quite worthless. The freight of Gum Arabic is calculated at 20 Cwt. per ton.

Arsenic is of three sorts, the common white oxide (*Samul-k'har*, Hind.

Sanc'hyar, San.), the yellow sulphuret, (*Hartal*, Hind. *Haritala*, San.) called auripigmentum, or orpiment; by the Arabs, *zarnich*, and the red sulphuret, (*Mansil*, Hind., *Manah Silah*, San.,) or realgar. Arsenic, properly so called, is a moderately heavy, compact, hard, brittle concrete, of a crystalline or vitreous appearance, gradually changing, from exposure to the air, to a milky hue, like that of porcelain, and at length to the opaque whiteness of white enamel; the large masses preserve their transparency longer than the small, and in dry longer than in a moist air. In the fire it neither burns nor perfectly melts, but totally exhales in thick fumes of a strong fetid smell, resembling garlic. Great caution is necessary in all operations upon arsenic, to avoid its fumes.

Assafœtida (*Hing*, Hind., *Hinga*, San.) is the concrete juice of the root of a species of *Ferula*, growing in Persia, which abounds with a thick milky juice, yielding an excessively strong fetid smell. Assafœtida has a nauseous, somewhat bitter, biting taste; the stronger these are, the better, as age diminishes both. It is originally in small drops; but when packed, it forms irregular masses, composed of little shining lumps or grains, which have the different shades of white, brown, red, or violet. It should be chosen clean, fresh, strong scented, of a pale reddish colour, variegated with a number of fine white tears; when broken, it should somewhat resemble marble in appearance, and after being exposed to the air, should turn of a violet red colour. Its peculiar scent and taste will distinguish the genuine from the adulterated; that which is soft, black, and foul, should be rejected. The packages should be carefully examined, or there will be considerable waste; they should also be tight, or the smell arising from this drug, will injure any other that is stowed near it. Freight 20 Cwt. to a ton.

Auripigmentum, (*Hartal*, Hind., *Haritala*, San., *Zarnich*, Arab.) or orpiment, so called from its being used as a gold pigment, is a native fossil, found in Turkey, and the eastern countries; some is also met with in Bohemia, but inferior in goodness to the other. The best sort is of a lively gold colour, here and there intermixed with pieces of a vermilion red, of a shattery, foliaceous texture, somewhat flexible, soft to the touch like talc, and sparkling when broken. The inferior kinds are of a dead yellow, inclining more to greenish, and want the bright appearance of the foregoing. It burns in the fire, but not very easily, with a dark, blueish, white flame, a sulphureous smell, and at the same time melts and becomes red. It is usually brought to England under its Hindoo name, Hartal. Its principal use is as a colouring drug amongst painters, bookbinders, &c. Great care is necessary in securing it, or it will from its weight break the

packages, and much of it be lost. It has been imported in powder, which has been of a beautiful yellow colour. Freight 20 Cwt. to a ton.

Bdellium is produced in Persia and the East Indies, from a tree or plant not well known, and is externally of a reddish brown, somewhat like myrrh; internally clear, and not unlike glue; in loose drops, not concreted into cakes. Some of these drops are as large as hazel nuts, many less than a pea, and some few of considerable size; they are seldom regularly round, often crooked, and of an irregular shape. This gum is moderately heavy and hard; taken into the mouth, it grows soft and tough, in the manner of mastic; its smell is not disagreeable; its taste inclines to bitter, but not so much as that of myrrh; it readily takes fire, and burns very briskly with a white bright flame, crackles all the time, and frequently throws small fragments of matter to the surface of the flame. It should be chosen somewhat transparent, the more so the better, of a bitter taste, and dusky reddish brown colour; moderately heavy and hard, becoming soft and tough in the mouth. It entirely dissolves in verjuice or vinegar. Freight 16 Cwt. to a ton.

Bezoar.—This medicinal stone, to which extraordinary qualities were formerly attributed, has latterly been much more lightly esteemed. It grows in the stomach of an animal of the goat kind, inhabiting the mountains in various parts of Persia and India. The genuine Oriental bezoar is commonly of an oval form, and between the size of a hazel nut and a walnut; if larger, it is more valuable; if smaller, of little value. This stone is externally smooth and glossy, and composed of several shining coats, like an onion, enclosing either a powdery substance, or a nucleus, round which they are formed. The colour most valued, is a shining olive, or dark green; but there are some whitish, some grey, and some of a dull yellow. Purchasers should be careful in chusing this dıug. The real bezoar has little smell, and no taste. It should be as large as possible; the very small pieces should be entirely rejected, as they are most commonly increased with factitious substances. When a red hot needle, on entering the bezoar, occasions it to fry and shrivel, it is not genuine; if it only throws off a small scale or crust without entering, it is good. If on rubbing it over paper, previously smeared with chalk or quick lime, it leaves a yellow tint on the former, or a green one on the latter, it is a good stone. If the bezoar, after soaking five or six hours in lukewarm water, remains unchanged in weight, colour, or consistence, it is genuine. Nor should it appear affected by rectified spirit any more than by water. The powder, after agitation with water or spirit, subsides uniformly and totally, leaving

no greenish matter dissolved in the liquors, as those powders do in which the bezoar-tincture has been imitated by certain vegetable matters.

Brimstone, or Sulphur, (*Gandhac*, Hind. *Gandhaca*, San.) is a well-known substance, hard, brittle, and inflammable, of an opaque yellow colour; it is found, more or less pure, generally in the neighbourhood of volcanoes; it is an article of trade from Persia to the British settlements, but not to any extent. It is contraband in China.

Coloquintida, Colocynth, or Bitter Apple, is a fruit about the size of an orange, that grows on the *Cucumis Colocynthis* (*Indrasini*, Hind. *Indravaruni*, San.) a climbing plant of the gourd kind, in Persia, Arabia, and Egypt; it is light, and of a fungous texture, with a number of roundish seeds in the cavities, which are unctuous, and sweetish to the taste; the other part is acrid, nauseous, and extremely bitter. Chuse the largest white apples, that are light, round, and not cracked or broken, as the seeds are the most material part of the fruit. The freight is calculated at 8 Cwt. per ton.

Cummin Seeds.—The plant which produces these seeds, the *Cuminum Cyminum*, (*Jira*, Hind. *Jiraca*, San.) somewhat resembles fennel, and grows in various parts of India, Persia, and Egypt; it is an article of trade with Surat. The seed is a kind of carraway, of a bitterish, warm, aromatic, but disagreeable flavour. They are to be chosen fresh, and of a greenish colour. There are several sorts of cummin seeds to be met with.

Earth, Red, or Indian Red, is procured from some of the Islands in the Persian Gulph, and carried from thence to Surat, Bengal, and other parts of India, where it is used in painting houses, &c. It is much esteemed among painters, but it is difficult to be procured genuine in England. The best kind is of a fine purple colour, extremely heavy, and of very great hardness; of a firm, compact, solid texture, and always full of bright glittering particles; of a rough and dusty surface, colouring the hands very much; it adheres firmly to the tongue, melts with difficulty in the mouth, and is of a rough, austere, and very astringent taste; thrown into water, it makes a very considerable ebullition, but moulders or breaks with difficulty in it. In the fire it burns to a greater hardness, with very little change of colour.

Elemi Gum is a concrete resinous juice exuding from the *Amyris Elemifera*, a tree of the olive kind, growing in the East as well as West Indies. The East India Elemi is generally brought in cakes of 2 or 3 lbs. each, of an oblong, roundish form, wrapped up in flag leaves; it is semi-transparent, and of a pale yellow colour, a little inclining to green. Chuse that which is softish, of a pale whitish yellow colour, and of a strong, not

unpleasant smell, somewhat like that of fennel, and of a bitterish taste. Reject that which is hard, dark coloured, or dirty. - Freight 16 Cwt to a ton.

Galbanum Gum is the produce of an evergreen plant, *Bubon Galbanum,* found in Persia, and in some parts of Africa. When this plant is in the third or fourth year of its growth, drops of Galbanum exude at the joints; the natives, to increase the produce, wound the main stem at this time, at a small distance above the root; the juice then flows plentifully, and is collected for use. Galbanum is a gummy-resinous, rather unctuous substance; sometimes in the natural drops or tears, but more frequently in masses composed of a number of these blended together. The drops, when perfect, approach near to a roundish, or oblong figure; but they commonly lose their form in the masses: these are pale-coloured, semi-transparent, soft, and tenacious. In the best specimens they appear composed of clear whitish tears, often intermixed with stalks, and seeds of the plant. When fresh, the masses and tears are white, and with age, change to yellow or brown.

When the tears can be procured, they are to be preferred: these tears should be fattish, moderately viscous, and glossy on the surface; such as are too fat, of a dark brown colour, and mixed with sticks, and other foreign substances, are to be rejected. The best cakes are those of a light yellow colour, of a strong, piercing, and, to most persons, a disagreeable smell; of a bitterish, warm taste; not very humid, nor yet quite dry; being of a nature between a gum and a resin, flaming in the fire, and with difficulty dissolved in oil. The less chips, dirt, stalks, or other impurities, the better. A mixture of two parts of rectified spirits of wine, and one of water, will best shew its quality, by dissolving all the pure galbanum, and leaving the impurities. When its foulness renders it of little value, it is best purified by enclosing it in a bladder, and keeping it in boiling water till it melts, or becomes soft enough to be strained by pressure through a hempen cloth. If this process be skilfully managed, the Galbanum loses but little of the essential oil, some of which is generally carried off in evaporation.—Freight, 16 Cwt. to the ton.

Galls are hard, roundish excrescences, found on a species of oak trees, in various parts of the East, produced from the puncture of an insect, and affording a lodgment for its young, till they are capable of eating a passage through; those galls which have no hole, are generally found to have the dead insect in them. The best galls are from Aleppo, (*Maju P'hal.* Hind. and San.) mostly of a blueish colour, or greyish or blackish, verging to blueness, unequal and warty on the surface, hard to break, and

of a close compact texture. Those which are small, white, and broken, should be rejected.—Freight, 20 Cwt. to the ton.

Gogul is a species of bitumen, much used at Bombay, Bengal, and other parts of India, for painting the bottoms of ships, it being superior to any thing else for that purpose; and wood covered with it resists the worm a long time.

Hypocistis is an inspissated juice, of a firm consistence, and a bright black colour, prepared from a certain fleshy juicy vegetable, which grows up from the root of a species of *Cistus,* common in Persia and Arabia. It is seldom imported into England; it is in considerable hard and heavy masses, of a fine shining black, like that of liquorice when fresh broken, and of a duskier black on the surface. It should be chosen heavy, hard, and black, and of an acrid, astringent taste, and burning smell.

Jujubes, a half-dried fruit of the plum kind, produced in the southern parts of Europe, as well as in Persia, and other Eastern countries. The latter is of a blackish hue, much darker than the former, which is of a reddish yellow colour. It is furnished with an ash-coloured cup at the bottom, from which it is easily parted. They should be chosen fresh, plump, and well-dried, or they will be subject to decay.

Kismisses, a species of raisin, in which a considerable trade is carried on between Persia and various parts of India.

Labdanum is a resinous juice which exudes from a small shrub *(Cistus Ladaniferus)* in Persia and Arabia. Two sorts of it are distinguished: the one in cakes or masses, of an irregular size; the other in rolls, twisted like the rolls of wax tapers. This drug is said to be collected in the heat of summer, by lightly brushing the shrub that produces it with a kind of rake, having thongs of leather fixed to it, instead of teeth; the unctuous juice adheres to the thongs, and is afterwards scraped off with a knife. The masses of Labdanum are dark coloured, of the consistence of a soft plaister, of a strong, but not disagreeable smell, accompanied with a warm, aromatic, rather unpleasant taste. The coiled Labdanum is harder than the preceding, and contains a considerable quantity of sandy matter. The masses have not near such a quantity of impurities; some small dust, &c. blown on this resin, while it remains on the shrub, cannot be avoided.

Lapis Lazuli is a compact, ponderous fossil, less hard than flint, taking a high polish, and is used occasionally for toys, &c. Its most valuable purpose is in making that beautiful blue colour called ultra-marine. It is found in many parts of the world, but the best is that of Asia; it is in lumps usually about the size of a man's fist, frequently smaller, and some-

times in pieces of 4 or 5 lbs. weight. It is very seldom covered with any coat or crust, but resembles those stones which have been washed off from whole strata, and smoothed or rounded by accident afterwards. Its surface is naturally smooth and glossy; its colour a very elegant blue, beautifully variegated with white or clouded spots, and with gold coloured shining veins. For any purpose but toy-making, it is the most valuable the less it has of these variegations. It is to be chosen of a fine close texture, heavy, of a deep indigo blue colour, having as few gold coloured veins as possible, and such as calcines in a strong fire without emitting any smell. It is sometimes rubbed over with olive oil to increase its colour: this may be discovered by breaking the stone; if it be paler within than without, it is a proof that the stone was falsified; if it be of good quality, its colour will remain unchanged when it is red hot in the fire. The Lapis Armenus, which externally resembles this stone, may be readily distinguished by its being less hard, and soon losing its blue colour in a moderate fire.—Freight, 20 Cwt. to a ton.

Lapis Tutiæ, or Tutty, is an argillaceous ore of Zinc, found in Persia, formed on cylindrical moulds into tubulous pieces of different lengths, like the bark of a tree, and baked to a moderate hardness. On the outside it is of a brown colour, and full of small protuberances; smooth and yellowish within, sometimes with a whitish, and sometimes with a blueish cast. The finest is that which is of a good brown on the outside, and a yellow tinge within, thickest, brightest, most granulated, hardest to break, and that which has the least foulness among it.—Freight, 20 Cwt. to a ton.

Mastic is a concrete resin, obtained from the *Lentiscus* by transverse incisions made in the bark, about the beginning of August. It is in small yellowish-white transparent drops, of a resinous, and rather astringent taste, with a light, agreeable smell, especially when rubbed or heated. In chewing, it first crumbles, soon after sticks together, and becomes soft and white like wax. It is to be chosen clear, of a pale yellow colour, well-scented, and brittle. Such as inclines to black, green, or is dirty, must be rejected. When free from impurities, it totally dissolves in rectified spirits. The wood of the tree is sometimes imported; it should be chosen heavy, compact, and firm, grey without, and white within, of an astringent taste.

Olibanum (*Cundur* and *Gender firozeh*, Hind. *Cundura*, San.) is a gummy resin, produced in Persia and Arabia, in drops or tears. The tree which produces it is called by Dr. Roxburgh, *Boswellia Thurifera* (*Salai*, Hind. *Sallaci*, San.) Olibanum smells moderately strong and resinous, but not very pleasant; the taste is pungent, and somewhat bitter; it sticks to the teeth in chewing, becomes white, and turns saliva milky.

The drops are of a pale yellow colour, which by age becomes reddish. Laid on red hot iron, Olibanum readily catches flame, and burns with a strong diffusive, not unpleasant smell. If it be run into a mass, mixed with dirt and rubbish, having but few tears, it is of little value. Freight, 18 Cwt. to the ton.

Opoponax is a concrete gummy-resinous juice, obtained from the root of the *Pistaca Opoponax*, a flower-bearing plant, which grows in Turkey, Arabia, and Persia. It is of a tolerably firm texture, usually in small grains, but sometimes in large masses, formed by a number of grains connected with a matter of the same kind. The masses are generally loaded with foreign substances, and are much inferior to the pure loose drops. The finest Opoponax is in grains from the size of a pin's head to that of a large pea. The internal colour of these grains is a pale yellow, frequently mixed with white, and externally they incline to a red or orange colour. They are moderately heavy, of a somewhat fat or unctuous appearance, smooth on the surface, of an acrid, bitter taste, and a strong disagreeable smell. Opoponax should be chosen in clear pieces, with the before-mentioned qualities. Such tears as are black, and too hard, should be rejected. The masses or cakes are usually of the black colour, and full of sticks and straws. Opoponax is a valuable gum, and is principally brought from Turkey.—Freight, 16 Cwt. to a ton.

Pearl Shells, commonly called mother of pearl, are the shells of the pearl-oyster, from the fishery in the Persian Gulph; some of them are from 8 to 10 inches in diameter, nearly of a round form, and thick in proportion. These shells are sent to Bombay, and from thence to China, where they are manufactured into beads, fish, counters, spoons, &c. The larger the size, the more they are esteemed. They are brought to Europe both from India and China; and when stowed loose as dunnage, are generally admitted to pass free of freight. For the Europe market, these shells should be chosen of the largest size, of a beautiful pearlish lustre, thick and even, free from yellow and other spots. Reject such as are small, have barnacles or lumps on them, and that are cracked or broken.—Freight 20 Cwt. to a ton.

Rose Maloes, an article of trade from India to China, is pearly, the consistence of tar; it is in jars, and particular care should be taken in examining every jar, for there is generally dirt in them. It should be quite clear, not of a yellow, or rosy colour.

Rose Water is a considerable article of trade from Persia to Surat and Bombay, and is packed in chests, each chest 24 bottles; but there is a great difference in the size of the bottles, which the purchaser must pay

attention to. The best is of a fine amber colour, strongly partaking of the flavour of the roses, and will keep several years without losing its fragrance. The rose water brought to England is commonly what remains after the attar or oil of roses has been collected.

Ruinas.—This root grows in Persia, is somewhat like liquorice both in size and appearance, yields a beautiful red, and is said to give that fine colour which the Indian calicoes have. The roots, when pulled, are very long; they are cut in pieces about a foot long, packed in bags, and sent to various parts of India. When fresh, they are full of juice.

Sal Ammoniac, or Muriate of Ammonia, (*Nosader*, Hind.) is brought from Egypt and the East Indies, sometimes in conical loaves, commonly in round cakes, convex on one side, and concave on the other. It should be chosen of a very sharp penetrating taste, white, clear, transparent, dry, the internal part perfectly pure, and of an almost transparent whiteness; the outside is for the most part foul, of a hue inclining to yellow, grey, or black: it should be in every respect as clear as it can be procured. When broken, it should appear as if full of needle points.—Freight 16 Cwt. to the ton.

Sarcocolla is a gummy-resinous juice, of a peculiar kind, procured in Persia and Arabia, from a shrub of the *Penœa* genus, but not accurately ascertained, in small, crumbly, spongy, light yellow grains, with a few inclining to red mixed with them. Their taste is somewhat bitter and acrid, followed by a nauseous kind of sweetness; the tears are about the size of a pea; and the whitest, as being the freshest, are preferred. This gum softens in the mouth, bubbles and catches flame from a candle, and dissolves almost wholly in water, when pure and genuine.

Schiraz Wine is much esteemed by the Persians; when old, it is rich, full, and generous, and may be compared with the best production of any country or climate; when new, it has a disagreeable roughness, which age wears off. There are two sorts, white and red, but the former is most esteemed. It is said that 4000 tuns of this wine are annually made in Persia. Its quality has latterly much deteriorated.

Scammony, (*Sakmunya*, Hind. and Arab.) is the concrete, gummy-resinous juice of a species of *Convolvolus*, growing in Turkey, Syria, and Persia, extracted by laying bare the upper part of the root of the plant, wounding it pretty deeply, and placing a shell, or some other receptacle, to receive the milky juice, which hardens into masses. Scammony is of two kinds, Aleppo and Smyrna. Aleppo Scammony, which is preferable to the other, is in irregular, light, friable masses, of a spongy texture, and different shades of colour, from grey or yellowish white, almost to black. Its surface

is naturally smooth and even between the holes; when fresh broken, it is somewhat bright and glossy, but when powdered, it is of a browner colour; its taste is acrid, nauseous, and rather bitter, accompanied with a faint disagreeable smell. Smyrna Scammony is in compact ponderous pieces, of a black colour, harder and of a stronger smell and taste than the other kind, and full of impurities. The former sort is sometimes to be procured in Persia and in India. It should be chosen so as easily to crumble between the fingers, glossy when fresh broken, of a grey colour, which becomes of a whitish yellow, when touched with a wet finger; and when dissolved in proof spirit, it should leave no dregs. With water it should form a greenish milky fluid. Reject that which is black, solid, or impure. Freight 16 Cwt. to a ton.

WORM SEED are small, light, oval seeds, of the *Santonicum*, composed of a number of thin membraneous coats, of a greenish yellow colour, with a cast of brown. These seeds easily crumble, by rubbing between the fingers, into a fine chaffy kind of substance. Their smell is of the wormwood kind, moderately strong, and not very agreeable; taste bitter, and somewhat acrid. Worm Seed should be chosen fresh, inclining to a greenish colour, with a sharp, bitter, disagreeable taste, and having as small a mixture of stalks and leaves as possible. The Turkey or Aleppo sort is most esteemed in England. They are an article of trade from Persia and Arabia to Bombay and Surat.

SECTION XI.

COASTS OF PERSIA, SCINDY, AND GUZERAT.

THE Coast of Persia extends from the Gulph to Cape Monze, having the following towns—Jasques, Posmee, Chewabad, Gutter Bay, Guadel, Sommeany, besides many smaller.

JASQUES.—This town is situated at the bottom of a bay, formed by Cape Jasques to the W., in latitude 25° 38′ N., longitude 58° 10′ E., and a low point to the E., where vessels may lie secure from all but S. winds; near the town is a small river, on which there is a bar, over which vessels drawing less than 10 feet water may go, and lie land-locked

along side the shore. Jasques, at the early period of the Company's trade to India, was the resort of their ships trading to Persia.

POSMEE.—This town is situated at the bottom of a small bay, formed by Cape Posmee, in latitude about 25° 10′ N., and longitude 59° 5′ E. It is small, and chiefly inhabited by fishermen, who are very civil to strangers.

Trade.—Caravans from the interior come down here to barter their commodities, consisting chiefly of dates, dried hides, and cotton, for salt fish, &c. which they carry up the country. Small coasting vessels likewise call in here, and dispose of their goods, consisting of ghee, rice, &c. Their manner of trade is, when they arrive at a town, where there is a probability of selling any thing, to go on shore, build a hut, and retail their goods, taking in return, hides, cotton, &c. and then proceed to the next town.

Provisions and Refreshments.—Water is to be procured here by digging in the sand; but it is very indifferent. A few goats are to be got, but they are very lean and dear. Fish are in abundance.

CHEWABAD, or Churbar Bay, is one of the best on the coast, and is in latitude about 25° 15′ N.; the entrance is between the headland, called Colab, on the W. side, and Churbar low point to the E., having over it a white tomb and some trees. The town is inside the low point, where ships may anchor in 4 or 5 fathoms. Here is a small mud fort, but no cannon; and the town is composed of straggling mat houses. The country is generally dry, barren, and unfruitful.

Trade.—A trade is carried on here in horses, the breed of which is very good, and camels, for which they receive in return, rice, ghee, and other articles of food.

Provisions and Refreshments.—Goats and sheep are to be had at a moderate price; but neither bullocks nor fowls can be got. There are some small gardens, which produce vegetables of various kinds. The water is better here than at any other place on the coast, and easily procured, being very near the shore.

GUTTER BAY.—Noa Point, the E. extreme of this bay, is in latitude 25° 3′ N., and longitude about 61° 5′ E. At the bottom of the bay is situated the town, which is small, and chiefly inhabited by fishermen. In crossing the bay from Noa Point, a small hill is seen on the opposite shore, near which is an island, at the mouth of a small bay, called by the natives, Bucker Bunder, where they go to fish. This is said to be one of the places where the pirate vessels from Guzerat lie in the fair weather season, on purpose to plunder the dingies, and other small vessels, which trade on this coast. These pirate gallivats come from Bate, Nowabunder, Jaffrebat, and other ports on the Guzerat Coast. They rove along the coasts of Scindy

and Persia, and about the entrance of the Persian Gulph, boarding and plundering every small vessel they can master.

GUADEL, or GWADUR.—Cape Guadel, in latitude about 25° 4′ N., and longitude 63° 12′ E., is a peninsula of moderate height, joined to the main by a neck of land, about half a mile over. A wall fortified with towers formerly extended across the isthmus, from one bay to the other, to protect the town from assaults by land; the ruins of which, also some wells, and a town built with stone, are to be seen: but the few inhabitants now live in a town composed of mat houses, situated close under the N. side of the Cape. The principal part of them are weavers; they manufacture such cloths as serve their own markets, which are dark checks, and very narrow, and some plain carpets of different colours, but not rough. They say there are several large towns in the country, and one situated between Posmee and Guadel; but the principal town of which they speak most, is Lahore, from whence they are supplied with curious matchlocks, of inlaid work, and scimitars, which are for the most part watered after the manner of the Damascus blades. From Cape Jasques to this place, the people call themselves Brodies, and from hence to Crotchey, they take the name of Blochees. There is some difference in their language, and perhaps in their religion, though none is to be observed in their dress or manners.

Provisions and Refreshments.—A few goats, sheep, and fowls may be purchased, but they are dear. The best water is to be got by digging in the sand; that which is procured from the wells in the town being rather brackish.

SOMMEANY is a small town, situated inside the entrance of Poorally River, in latitude about 25° 30′ N., and longitude 67° 25′ E. It has a mud fort, which is in ruins. The huts composing the town, are constructed of poles and mats; the town is scarcely discernible from the road; the best mark for finding it, is a remarkable gap in the high land at the back of it, which in clear weather cannot escape notice. When it bears N. N. E. ½ E., the river's mouth is N. E. by E., distant about 2 miles, in 4 fathoms water.

Provisions and Refreshments.—Every article of refreshment is very scarce; even the water, which is indifferent, cannot be procured in sufficient quantity, nor without considerable trouble: it is got by digging holes 5 or 6 feet deep, and as much in diameter, near the town, which appears formerly to have been a swamp: if the water oozes through the sand, which does not always happen, it serves them that day, and perhaps the next, but soon becomes quite brackish, owing to the nitrous quality of the earth.

The COAST OF SCINDY extends from Cape Monze to the Gulph of Cutch, a distance of about 80 leagues; it receives its name from the River Scindy or Indus, which disembogues itself into the sea, by many branches extending along the coast. The principal place of trade between Cape Monze and the Indus is

CROTCHEY, OR KORAUCHEE, which is known by several small islands to the N., and by a white tomb, or pagoda, built on a promontory, which bounds the W. side of the harbour, and at a distance appears like an island; the entrance into the bay is between the promontory and the largest island. To anchor in the road outside, the tomb should be brought to bear N. W. by N., to avoid some foul ground. The town of Crotchey is about 6 miles from the anchorage, near a mile from the side of a small creek, which can admit only small boats, and is in latitude about 24° 46′ N. The streets are very narrow and dirty, abounding with filth of all kinds, which makes the place very unhealthy; the houses are of the simplest structure; the walls of mud and straw, mixed into a paste, and the roofs, which are flat, covered with the same materials. Of timber, the country is entirely destitute; what is required for building houses and boats, is brought from Malabar and Bombay. This town formerly belonged to the Blochees; but the Prince of Scindy, finding it more convenient than any part of his sea-coast, for the caravans from the inland countries, made an exchange of some other place for it. It seems the caravans cannot come from the interior to Tatta, as formerly, on account of the branches of the Indus being so wide and deep as to render it impossible for camels to pass; but having no such difficulty in the road to Crotchey, the trade has much increased, and continues to flourish. The population of Crotchey is estimated at 10,000 souls; the men are chiefly merchants and mechanics, who carry on a considerable trade to Muscat, Surat, Bombay, and the Malabar Coast; there is also a very large inland traffic by camels to Candahar and Cabul.

TRADE.—From Surat, Bombay, Muscat, and the Coast of Malabar are imported the following articles:—Betel-nut, cardamums, cochineal, cloves, cloths, China ware, cassia lignea, copper, iron in bars, ironmongery, lead, looking-glasses, nutmegs, pepper, piece-goods, rice, sapan-wood, sugar, sandal-wood, saffron, tin, tutenague, timber, and vermilion. By the caravans from Cabul and Candahar are brought almonds, cummin-seeds, dates, ghee, grain, hides, oil, and piece-goods.

The exports consist of the before-enumerated articles and cotton, which are generally sent to Bombay.

PROVISIONS AND REFRESHMENTS.—Black cattle, sheep, and goats are

to be had, but not reasonably. The necessaries of life are, however, plentiful, and the country abounds with wild geese, ducks, teal, partridges, snipes, hares, and deer. Poultry is abundant. Little or no regard is paid to vegetables here; excepting a few spots in the neighbourhood of the town, which produce a small quantity of carrots, radishes, and a few other roots, there is nothing of the kind for 40 miles round. The water is very indifferent; and in consequence of the distance from the harbour, the expence of shipping it is considerable.

LARIBUNDER.—This is commonly called Scindy River, being the principal branch of the Indus, having 15 feet water on the bar, and 6 or 7 fathoms inside; it is situated in latitude about 24° 30′ N., having a pagoda on the W. side of its entrance. The town of Laribunder is about 5 leagues from the sea, and vessels of 200 tons used to proceed up to it; but of late years the navigation has become obstructed by shoals. The town contains about 100 houses, chiefly built of bamboos and mats. About 50 miles farther up the river stands

TATTA, the capital of the province, in latitude 24° 44′ N., and longitude 68° 17′ E., which was formerly very large; it stands about 2 miles from the river side, from whence it has canals cut, to convey vessels and merchandise to it. The river hereabouts is a mile broad, having 5 and 6 fathoms water in the channel, and is navigable by small vessels an immense distance up the country.

Trade.—A considerable trade is carried on with the Gulphs of Persia and Arabia, with Bombay and Surat, by both of the principal branches of the river.

AURUNGABUNDER, (*Bunder* signifies *harbour*), called also Darah, is in latitude about 23° 50′ N., and has a wide entrance, abreast of which ships anchor, but shoal water is found on the banks near its mouth. It is navigable for boats of burthen, and a considerable trade is carried on with Tatta, from whence it is distant about 50 miles, by the course of the Indus. Vessels from Surat, Bombay, and other parts of India frequent this place.

Trade.—From Bombay, and other parts of the British dominions, are imported the following commodities:—copper, cochineal, cardamums, cassia, coarse cutlery, glass-ware, ironmongery, iron, nutmegs, piece-goods, pepper, raw silk, sugar, steel, tutenague, treasure, and a few other articles, principally the produce and manufacture of India and China.

The principal article of export is cotton, which, with drugs, grain, shawls, ghee, oil, sharks' fins, and cattle for the Company's marine, forms the returning cargoes to British India.

Duties, Presents, &c.—The import duties are 2 per cent. The following is a list of charges on a vessel sent from Bombay:—

Boat-hire from the Bunder to Tatta with cargo, each boat	Rupees 15
Anchorage on coming over the bar	25
Presents to the Shabundar's deputy in money and goods	42
Ditto weigherman in ditto	28
Ditto custom-house writers and servants	45
Sundry petty officers under Government, in money and goods	17

The above, with various presents of glass-ware, muslins, cloth, telescopes, &c. to the various people in office, amounted to upwards of 2,400 Bombay rupees.

Coins.—Accounts are kept in rupees, carivals, and pice; 12 pice making a carival, and 50 carivals a rupee. Cowries are current in Scindy, and are occasionally circulated here at 48 per pice. Bombay money and other foreign coins pass here. There is a difference of 3 dwts. 14½ grs. troy between the weight of 100 gold Venetians at Judda and at Bombay; viz.

	oz.	dwts.	grs.
Weight at Judda......	11	4	10½
Ditto, at Bombay.....	11	0	20
	0	3	14½

Weights.—Gold and silver are weighed by the tola, equal to 179 English grains nearly; heavy goods by the maund, equal to 74 lbs. 5 oz. 7 dr. avoirdupois; the divisions as follow:—

Small Weights.

24 Moons	make	1 Ruttee.
6 Ruttees	"	1 Massa.
12 Massas	"	1 Tola.

Gross Weights.

4 Pice	make	1 Anna.
16 Annas	"	1 Pucca Seer.
40 Seers	"	1 Maund.

Diamonds and pearls are sold by hubbas and ruttees; 8 hubbas equal to 1 ruttee, about 2 grains troy.

Measures.—The measures for grain and cloth are as follow:—

Grain Measure.

4 Puttoes	make	1 Twier.
4 Twiers	"	1 Cossa.
60 Cossas	"	1 Carival.

Long Measure.

1 Garce	equal to	2 in. English.
16 Garces	"	1 Guz; but

A Guz of Cloth at Tatta is 34 inches.

The carival weighs 24 Cutcha seers. The carival of barley is 19 Pucca maunds; of paddy, 20 Pucca maunds; and of wheat, 22 Pucca maunds, or 21 Bombay parahs.

The GULPH OF CUTCH extends a considerable distance to the E., at the head of which is a low barren track, annually overflowed by the sea during the monsoon, and is said at certain seasons to communicate with the river Ran in the Gulph of Cambay, thereby making what is commonly called the *peninsula* of Guzerat, an island. The Gulph is formed by the coast of Cutch to the N., and that of Guzerat to the S.; it contains numerous shoals, and being but little frequented by Europeans, is but imperfectly known. The principal place of trade is

MUDDI, OR MUSKER MAUNDVEE: this is the great port of Cutch, and is situated in latitude 22° 50′ N., and longitude 69° 25′ E. The capital, called Bhooj, whence this province is called Cutch-Bhooj, is about 25 miles to the N. W. Muddi is large, and strongly fortified; the houses are indifferent, principally constructed of mats and bamboos. Eight miles to the N. is a pagoda, called Assara, from a town of that name in its vicinity. Off this pagoda, and a small way to the W. of it, there are rocks near the shore above water, which seem to be tbe termination of the broken and bad ground in that direction. All to the E., and as far to the S. as 22° 40′ N., is foul ground, and irregular soundings: and the natives in their accounts agree with all the charts extant, in describing the Gulph quite across to the other coast, to be full of shoals both of sand and rocks. A vessel bound to Muddi from any quarter not in the Gulph, should be careful to make the Cutch coast, to the W. of Assara pagoda; and if a leading wind, keep along shore about E., in 8 fathoms; and if obliged to work, her tacks must be short, always taking care to go about as soon as she shoals on the off-shore tack. Between Muddi and the opposite coast a passage boat goes daily.

TRADE.—A considerable commerce is carried on between this place and the British Settlement of Bombay. The principal article of produce is cotton, which is inferior to most of what is grown in the neighbourhood of Surat and the Gulph of Cambay. Many of the principal Bombay merchants have agents residing here to transact their business. Some trade is likewise carried on with the Persian Gulph.

PROVISIONS AND REFRESHMENTS.—No animal food is to be procured, but by stealth; and rice, &c. only in small quantities, which must be paid for as soon as received. There is tolerable water to be got, brought down by women to the landing-place, at the rate of 2½ silver cowries per leager.

COINS.—The only coin belonging to the place is of silver, called a cowrie. The exchange varies from 285 to 295 cowries per 100 Bombay or Surat rupees. All Indian coins pass current here. Their value fluctuates according to the quantity in the market.

Weights.—The weights are seers and maunds, the latter of two sorts, Cutch and Pucca.

2 Pice...............	equal to	1	Anna.
16 Annas	„	1	Cutch Seer.
40 Seers	„	1	Cutch Maund, avoirdupois 37½ lbs.

The Pucca maund is 2 Cutch maunds, and 20 Cutch maunds are equal to 1 Surat candy.

Measures.—The measures are the grah and the guz, 16 grahs making 1 guz, about 34 English inches. Broad cloth, velvet, silks, &c. are sold by this measure; though the shopkeepers in the bazar often sell by hand, from the finger's end to the elbow, &c.: this is rejected by the merchants.

The Coast of Guzerat, from the head of the Gulph of Cutch, to the islands near Jigat Point, is but little known.

BATE.—This island, and that of Artura, are situated about 10 miles N. E. from Jigat Point, and with the main form the harbour of Bate, which is well sheltered from all winds. The entrance to it is in latitude 22° 31′ N., where there is, directly to the N. of Artura, about a mile distant, the bar, having on it near high water, 3¼ and 3½ fathoms, rocky bottom, and outside of it, at half a mile distant, 14 and 16 fathoms. The island is about five miles long from N. E. to S. W., somewhat in the shape of the letter S, with the lower part of it cut off; the fort is situated on the W. side of the island, and is a place of considerable strength. A ship drawing 17 feet water, can get within half a mile of it; but the passage is narrow and dangerous. The latitude of the castle is 22° 28½′ N.; the longitude 69° 20′ E.

Trade.—Bate produces coco-nuts, betel-nut, and grain, but in small quantities, and some trade is carried on, in dates, sugar, and rice, in dows, having the Rajah of Bate's pass.

JIGAT.—Jigat Point is in latitude 22° 20′ N., and longitude 69° 16′ E. On it is a pagoda; the place where it stands was formerly called Jigat More, but now by the Hindoos, Dorecur. At a distance the pagoda has very much the appearance of a ship under sail. In the vicinity of it are a number of small buildings, probably tombs. The wall of the pagoda extends to the sea-beach, and can be approached very near by a vessel; but there is no anchoring with safety, it being all rocky ground. Great numbers of pilgrims from the interior visit Jigat pagoda, and are supplied with necessaries from Goomtee and Bate.—About a gun-shot within the pagoda is

GOOMTEE.—The town is strongly fortified, and is the place where

the principal persons reside, who used to fit out vessels for piratical purposes. A ship can approach within gun-shot of this fort without danger. Near Goomtee is a small fort, called Cutch Ghur, belonging to the Rajah of Bhooj, and garrisoned by his troops, for the purpose of claiming any property that may be captured by the pirates belonging to the Cutch merchants.

The Coast of Guzerat, from Jigat Point to Diu Head, is but little known to Europeans, being seldom frequented, on account of the pirates, who are very numerous here. The principal towns are Poorbunder, in latitude about 21° 40′ N., and longitude 69° 45′ E.; Novibunder, in latitude about 21° 25′ N., and longitude 70° 7′ E.; Mangarole, in latitude 21° 5′ N., and longitude 70° 23′ E.; and Pattan, in latitude 20° 50′ N., and longitude 70° 40′ E.

DIU belongs to the Portuguese. This island is about 2 miles from Diu Head, the S. point of the coast of Guzerat, which is in latitude 20° 42′ N., and longitude 71° 7′ E. The channel between is only navigable by fishing boats at half-tide, the W. entrance having but 4 or 5 feet at low water on the bar. This entrance is defended by a square fort. Diu Island is about 6½ miles long from E. to W., and 1½ broad from N. to S.: on the E. end of it the castle and town are situated. It is one of the best built and most strongly fortified cities in India. There are only two gates, one of the sea, the other of the land, and both are shut at sunset. The houses within the walls are built of free-stone. The streets are extremely narrow, but kept very clean. The landing place is at a flight of stone steps opposite the custom-house, at the entrance of which are many shops and warehouses for goods. On the E. side of the castle there is water sufficient for a 74 gun ship within 500 yards of the walls, if she avoids a rock above water, which is joined to a line of rocks from the shore. The island is well situated for trade.

Provisions and Refreshments.—The market is well supplied with vegetables, which come from the main. Fish and fowls are very plentiful; the latter are dearer here than at Dumaun, but cheaper than at any of the English ports. Beef they are obliged to procure in a clandestine manner, and kill it within the castle, on account of the principal merchants being Hindoos, whose friendship is of the utmost importance to the place, as the revenues of the custom-house are the only support of the garrison. Most of the water on the island is brackish; that which is for use, is kept in large reservoirs, and will last the garrison and shipping from season to

season. It is all rain water, conveyed to the wharf in a channel, and delivered by a cock to the boats.

JAFFREBAT, or JAFFRABAD, next to Diu, is the principal place for trade in Guzerat. It is in latitude 20° 5′ N., longitude 71° 38′ E., and about 6 miles to the W. of Searbett Island. It has the best river on this coast, owing to its easy entrance, having no bar. It is shallow, but vessels will receive no damage by lying in the soft mud at low water, as they are well sheltered from all winds. This town belongs to the Siddee of Radjapore. The Governor is said to behave civilly to the English, who occasionally visit this place.

SEARBETT ISLAND.—The centre of this island is in latitude 20° 55½′ N., and longitude 71° 40′ E. Its form is that of an irregular triangle. It affords shelter to vessels against both monsoons. The village is on the N. side of the island, consisting of thirty or forty houses, built of stone, and thatched with straw. The inhabitants are about 200 in number. The greater part of the island is laid out in fields of Badjeree grain, the rearing of which is the chief employment of the people. They have several wells of excellent water. This island, which is subject to the Siddee of Radjapore, is the receptacle of all the pirates on the coast; and here they are supplied with grain and water, being always ready to put to sea whenever they find it seasonable.

GOAPNAUT POINT is in latitude 21° 12′ N., and so called by the Gentoos, in consequence of a famous place of worship which is built here, dedicated to their god, Goapnaut. This building is said to be of mud, but it has the appearance of a fortification, with a very high flagstaff to it, and the priests who attend here, keep a flag constantly flying. It has a few thick bushy trees about it, forming a neat regular grove. This point may be seen 5 or 6 leagues in clear weather, and has a dangerous shoal projecting near four miles from it to the E.

GOGO is 7 miles to the N. W. of the small island of Peram, and is in latitude 21° 41′ N., and longitude 72° 23′ E. It is a place of some trade, and has fortifications sufficiently strong to resist any attack from the neighbouring pirates. The houses are mostly built of stone, and there being many old erections, a person wanting to build, purchases three or four of them, on purpose to have the stones for his house. Most of them are two stories high, but very close and badly planned for a hot climate; they are generally tiled, and form a very pleasant prospect from the road where the small vessels anchor, which is in about 3 fathoms, directly abreast of the town, the pagoda on Peram bearing S. S. E. Gogo is chiefly inhabited by Lascars, whose number is computed to be about 2,000, fit for sea, when

all present, which seldom or never is the case. Small vessels, from 50 to 250 tons burthen, are built here; and ships may have any damage repaired with ease and expedition, and receive a supply of necessary stores.

Trade.—The greater part of the cotton grown in this neighbourhood, and Bownaghur, is shipped from hence to Bombay; and the vessels bring, in return, various articles of European, East Indian, and China produce.

Provisions and Refreshments.—The market is but poorly supplied; vegetables are scarce, though there are a number of Banians who subsist on nothing else. Fish is not to be had at any rate, except a few mud worms, called by the natives, newtee. Mutton is seldom killed, because no one can afford to purchase it, but on their great feast days. Beef is never killed for the same reasons, and also to oblige the Bramin and Hindoo merchants who reside here. They are badly off for fresh water, all about the town being brackish, as that and a great portion inland is overflowed every high spring; they are therefore obliged to bring the water for drinking, the distance of four or five miles. Firewood is likewise very scarce. Fowls are good, and tolerably cheap; these, with eggs, butter, and milk, are all an European can get to subsist upon.

SECTION XII.

COAST OF INDIA FROM CAMBAY TO BOMBAY.

Cambay is the seaport to Ahmedabad, the capital of the province, and is in latitude 22° 24′ N.; it is of considerable size, and was formerly a place of great trade. The tides are very strong and rapid here; at high-water spring-tides there are 5 or 6 fathoms water, and ships could anchor near the city; but at low water it is quite dry, except some channels, in which there remain 3 or 4 feet, so that vessels in the river must lie quite aground, though they do not suffer much in that situation, from the bottom being soft. The streets are large, and have all gates at the end, which are shut in the night-time; in that part next the sea, are to be seen the remains of some fine houses, built by the Portuguese when they resided here. The

inhabitants are numerous, composed of all nations, who carry on a trade with many parts of India. Large quantities of piece-goods manufactured at Ahmedabad, and cotton, are annually shipped from hence to Bombay. Cambay is the only place where cornelian stones are procured.

TRADE.—Besides the before-named articles, the chief exports to British India are ghee, grain, oils, putchock, seeds, tobacco, soap, shawls, drugs, horses, &c. The chief imports from thence are betel-nut, woollens, metals, coco-nuts, piece-goods, pepper, silk, sugar, ivory, spices, drugs, and treasure.

DUTIES, PORT CHARGES, &c.—The following customs are paid by the English on goods sold here:—

Company's duty	2 per cent.	Brokerage	2 per cent.
Consulage	2 ditto.	Dustoor, cooly hire, &c.	1 ditto.
Commission to the chief	2½ ditto.		

COINS.—Gold mohurs, rupees, and pice, are the current coin; 48 pice make 1 rupee. For small change, a species of almond, called Baddam, brought from Persia, is used in the same manner as cowries at Bengal; the general rate is about 60 per pice.

Foreign coins are taken according to weight; their price varying in proportion to the supply and demand.

WEIGHTS.—The Cambay weights are the same as those of Surat, subject to a difference in the allowance on goods bought and sold, thus—

At Surat, metal is	40 seers to the maund.
At Cambay	40 seers 11½ pice to ditto;

besides a rebate of ¾ per cent. on the whole weight.

MEASURES.—The long measures are the cubit, about 18 inches, and the guz, of 28, or in the bazar, of 28½ inches.

JUMBASEER.—This road lies in latitude 21° 49′ N., and may be known by a pagoda on the N. side of the river called Diu. The marks for anchoring are the pagoda N. E. by E., Jumbaseer point E. by N., in 7 fathoms water. The tide rises from 33 to 36 feet perpendicular. The town is situated up the river, from whence a great trade is carried on in cotton, piece-goods, grain, and oil, with Bombay and other places.

BAROACH is about 8 leagues up the River Nerbudda on its N. side: half-way between the town and the sea, the river divides itself into two branches, and forms a long and narrow island, on each side of which they run into the Gulph of Cambay, in the direction of E. S. E. and W. S. W.

SURAT is on the S. side of the River Taptee, about 20 miles from the sea. Vaux's Tomb, on Swalley Point, the N. side of the entrance of

the river, is in longitude 21° 4½′ N., and latitude 72° 51½′ E. The anchoring ground for large ships in Surat roads is in 7 or 8 fathoms, Vaux's Tomb bearing N. ¼ E., and the entrance of False River E. S. E. The tides run here at the rate of five miles an hour, but near the bar they do not run with such rapidity.

The navigation up the river to Surat is very difficult, in consequence of the sands frequently shifting, by which new channels are formed, and the old ones shut up. Near two-thirds of the distance from the bar to Surat, is a continued chain of banks, having but narrow channels between them.

On the right hand side of the river, about four miles within the bar, is a creek, which leads to a small village called Domus, where there is a guard-house, situated on a rising ground, with a serjeant's guard, who send to the chief at Surat an account of the arrival and departure from the roads of all ships of every nation, of which a register is made. From Domus to Surat is about fifteen miles by water; by land about ten. The city stands close on the banks of the river, and extends a considerable distance along shore. On one of the bastions of the castle is hoisted the British flag, and on its opposite, the Mogul's. There is a wall and ditch enclosing the city, and another surrounding the suburbs; the distance round the outer wall is near twelve miles; the intermediate space between the two walls is a mile wide, and as populous in proportion to its extent, as the city. In the outer wall are 13 gates, including three on the banks of the river; in the inner are four gates, two of which lead to the castle, the keys of which are carried to the chief every night at sunset, when they are locked: they are opened at daybreak in the morning. To the S. of the castle is a large open plain, called the Castle Green, where are large tents fixed, surrounded by palings of bamboos, where goods are kept ready for shipping off.

Surat has few fine buildings; some of the houses of the principal merchants are large and well built, but the generality are of bamboos and mud. There are some handsome mosques, likewise the custom-house and mint, and some fine tanks, or reservoirs for water. The streets are narrow, irregular, and unpaved, extremely dirty and offensive, particularly in the wet season. Surat is very populous; the inhabitants are estimated at 400,000, amongst whom are a great number of rich merchants, Persees, Moors, and Armenians, who carry on a large trade with Persia, Arabia, and various parts of India.

Trade.—The commerce of Surat is far less considerable than it was formerly. When the Portuguese, Dutch, and French had factories here, their trade with Europe, China, the East Coast of Africa, and the Malay Islands, was extensive. The decay of the trade at Surat, since the Com-

pany's power was established here, has arisen partly from its being transferred to Bombay, partly from the events in the interior, and partly from the decrease of the lucrative commerce with the Gulphs of Persia and Arabia. Its trade with the latter is, however, still considerable. Its principal articles of import from Madras and Bombay are raw silk, sugar, and piece-goods; and its principal exports thither are raw cotton, and Surat piece-goods.

Custom-house Regulations.—Every trading vessel coming to anchor at the bar of Surat, to be visited by a tide-waiter, who is to take an account of her name, and that of her commander, the nation she belongs to, the port from whence she last sailed, and every other particular. No goods to be disembarked without the tide-waiter's pass-note.

Goods transshipped at the bar, or in the river, or sent thence to other places, without being brought within the city, to be subject to the same duties as if they had entered the walls.

The duties to be paid on the manifest account of the cargo, which must be delivered at the Custom-house, and the original invoices exhibited where practicable; if any articles in the manifest are deemed underrated, arising from fraudulent design, the custom-master is to levy the duty on double the amount of what he shall award as the proper valuation.

Goods not manifested, attempted to be fraudulently landed, transshipped, or conveyed away, to be confiscated.

Where the value of goods cannot be ascertained from the manifest, the duty to be calculated on the invoice prices; or where the invoice price cannot be specified, according to appraisement at the current prices of Surat.

No pilot to be granted to any vessel, until a certificate from the custom-master is produced to the boat-master, of the import and export duty being paid.

Goods received on board a vessel in the river, after clearance, to be reported to the custom-master by the pilot.

Receipts to be given for all goods landed and lodged in the Custom-house, by the custom-master, who is only in such cases responsible for them.

Boats attempting to pass the town without landing, to be brought by the officers to the Custom-house; any goods found on board them, are liable to confiscation.

No tolauts, weighmen, or appraisers, nor any other servants, not furnished with a certificate from the custom-master, to be employed in the Custom-house.

Parcels for gentlemen, and necessaries, to be passed at the discretion of the custom-master.

Duties.—All foreign goods imported by sea, in ships sailing with, or being the property of, persons under the protection of the East India Company, to pay at the Latty, Phoorza, and Khoosha Custom-houses (if passing the latter), 4 per cent. on the Surat price, together with 1 per cent. in the Latty, for marine charges, and in the Phoorza and Khoosha, with the Company's Ekotra, likewise 1 per cent.

All merchandise imported in ships not sailing with, or not being the property of, persons under the protection of the East India Company, to pay the aforesaid duties, with the following advances thereon; except goods from Bussorah, Mocha, Judda, and ports in the Gulphs of Persia and Arabia, *viz.*

Cargoes of Foreign European, or American ships, an advance of	60 per cent.
Ditto of ships from Bengal	15
Ditto of ships from the Coasts of Africa and Coromandel, from Malacca, Acheen, and Siam	15
Ditto of ships from Ceylon	12
Ditto of ships from China	20
Ditto of ships from this Coast, between the Indus and Cape Comorin	10

Certificate goods from other ports of the British dominions in India are exempt from duty at Surat, except from Cochin, Ceylon, and Canara, and also imports by land or sea, under Mogul dakillas, or from the Custom-house at Bownaghur. Goods imported under certificates from Bengal, Coromandel, or Prince of Wales's Island, are liable to an import duty of $2\frac{1}{2}$ per cent., to be restored by an equivalent drawback when re-exported by land or sea.

Baftaes and white dooties, imported by land or sea, for re-exportation, are subject to the import duty only, unless dyed, chintzed, or otherwise altered, within the town; in which case they are to pay an additional duty of $\frac{1}{8}$ per cent. on exportation.

The duties to be paid in ready money, except on goods imported from beyond sea, the duty on which may be secured for from 3 to 6 months, on sufficient security being deposited.

The duty on cotton is distinct from the general rate, and is fixed annually, both as to rate and valuation.

Provisions and Refreshments.—Provisions of all kinds are abundant and reasonable. Peas, asparagus, and cucumbers are amongst the numerous vegetables. The river affords ample supplies of fish; and the bread is better than in any part of India, as the wheat is excellent. Firewood is

scarce, and the timber required for building is brought from Dumaun and the Malabar coast. Water is procured from wells, that of the river being almost always brackish.

DUMAUN, or DEMAUN, a Portuguese settlement, is situated up a river, in latitude 20° 22′ N., longitude 73° 4′ E. The mouth of the river is defended by two forts, one on each side. The interior of the main fort is neatly laid out in streets, intersecting each other at right angles. From abreast the forts to the outside of the bar, is 1¼ mile. The bar is very flat, and mostly a hard sand, except from the N. point of the river: it has not more than two feet water, low spring tides, and there is a rise on ordinary tides of 17 feet; so that on springs there are never less than 3 fathoms at high water. Dumaun is known from sea by two very high square steeples, the whiteness of the buildings, and a fort on a hill, about 2 miles to the S. of the river.

Trade.—Dumaun was formerly a place of some commerce, but is now much reduced. There is some ship-building carried on. Beautiful teak vessels of 800 tons burthen have been launched from these yards. This is the best place, after Bombay, to lay up small vessels for the monsoon, the river being clear of danger for 3 miles above the forts.

Provisions and Refreshments.—Provisions of all kinds are remarkably cheap and plentiful. Water is brought to the sea-side in jars by the Gentoo women. Firewood is also brought down in carts, at one rupee per load. The country is well stocked with ship-timber for repairs.

BASSEIN.—This town is situated several miles up a river, the entrance of which is in latitude 19° 18′ N. It is of considerable size, strongly fortified, the streets wide and regular. In the middle of the town is a large square, in which are many good houses. It was once a place of great trade.

Bassein river has shoal water extending a great way out from it; the coast is rocky under 5 fathoms, and should not be approached close, as some of the rocks lie a mile from the shore. The poor fishermen's stakes are placed a great way out, and ought to be avoided in the night, by vessels working along shore.

SECTION XIII.

BOMBAY.

THIS island, the seat of Government for the western part of British India, is situated in latitude 18° 55′ 48″ N., and longitude 72° 57′ 40″ E.; its length from N. to S. is about 6½ miles, and its extreme breadth, near the fort, about a mile. It is separated from the main land by an arm of the sea, and with the islands Colabah, Salsette, Butcher's Island, Elephanta, and Caranjah, forms one of the most commodious harbours in India.

The town of Bombay is nearly a mile long, from the Apollo gate to that of the bazar; and about a quarter of a mile broad in the widest part, from the bunder, or custom-house, across the green to Church gate, which is nearly in the centre of the walls, between the Apollo and bazar gates. There are likewise two marine gates, having commodious wharfs, and cranes built out from each, with a landing-place at the dock-head, for passengers only, under certain regulations. Between the two marine gates is Bombay castle, a regular quadrangle, well built of strong hard stone. In one of the bastions is a large tank, or reservoir for water. The fortifications are numerous, particularly towards the sea, and so well constructed, the whole being encompassed by a broad and deep ditch, which can be flooded at pleasure, that it is now one of the strongest places the Company have in India; besides which, there are several forts and redoubts, the principal of which is Mahim, at the opposite extremity of the island; so that, properly garrisoned, Bombay may bid defiance to any force that can be brought against it.

In the centre of the town is a large open space, called the Green, which in the fine season used to be covered with bales of cotton, and other merchandise, entirely unprotected. Last year a destructive fire broke out among the cotton bales; in consequence, a part of the Esplanade, near the Apollo pier, is now appropriated to this purpose, and it is intended to construct a cotton depôt, to obviate the necessity of piling the bales on the Green. Around the Green are many large well-built and handsome houses; the Government-house, and the church, an extremely neat, commodious, and airy building, are close to each other, on the left of the church-gate. On the right is the bazar, which is crowded and populous, and where the native

merchants principally reside; at its commencement stands the theatre, a neat handsome structure.

The dockyard is large, and well contrived, having naval stores deposited in warehouses, together with large quantities of timber for repairing and building ships, and forges for all kinds of smith's work. The dry dock has scarce its equal for size or convenience; it has three divisions and three pair of strong gates, so as to be capable of receiving three ships of the line at the same time. Near the dock is a convenient place to heave down several ships at once, which is done well, and with great expedition. Here is also a rope walk, which for length, situation, and convenience, equals any in England, that in the King's yard at Portsmouth only excepted; and like that, it has a covering to protect the workmen: cables, and all sorts of lesser cordage, both of hemp and coir, are manufactured here.

Close to Bombay, separated only by a small creek, fordable at low water, is Colabah, or Old Woman's Island, which partly forms the N. side of the harbour; it is about 2½ miles long. Near its S. extremity stands the light-house, of a circular form; the height is upwards of 150 feet above the level of the sea, and the light may be seen in clear weather the distance of 7 leagues. There is also a signal station, where a regular watch is kept day and night, the expence of which is defrayed by a rate levied on all vessels frequenting the port. On this island are barracks for the military, and occasionally a camp is formed here, being esteemed a healthy situation. It has many delightful villas scattered about. The point of Colabah, on which the light-house stands, is guarded on all sides by an extensive reef of rocks, divided into prongs; the most dangerous is the S. W. prong, which forms the N. boundary of the entrance into the harbour, and Tull Reef the other; the breadth of the channel between them is about three miles.

The Island of Salsette is separated from Bombay by a narrow arm of the sea, capable of receiving small craft only; it is about 20 miles long, and 15 broad. The soil is rich, and by proper cultivation, capable of producing any thing that will grow in tropical climates. Here are excavations of rocks, much more numerous than those of Elephanta, but not equal to them either in size or workmanship.

Nearly opposite to Bombay Castle, at three miles' distance, is Butcher's Island, on which is a small fort with a guard of soldiers. About two miles from this, and still fronting the fort, is the small, but celebrated Island of Elephanta. The immense excavations and figures cut out of the solid rock, afford an attraction to Europeans frequenting Bombay. Caranjah produces rice, poultry, and vegetables.

At the entrance of the harbour are two small islands, Henery and

Kenery; the former is about a mile distance from the main; it is very small, and surrounded with fortifications.

Kenery, likewise small, lies due S. of the light-house, and is just discernible from the decks of the ships in Bombay harbour. It is nearly of a circular form, and has a small creek on the N. E. side, where boats lie, and is the only landing-place about it. The island is near 600 yards in circumference, surrounded by a wall irregularly divided by towers; it is covered with houses, and very populous.

The inhabitants of Bombay are composed of persons from almost every Asiatic nation. Nothing has contributed more to the prosperity of the island than the mildness of its Government, and the tcleration of all religions: Persees, Mahometans, Gentoos, Arabs, and Roman Catholics, are alike protected.

The European houses of agency at this Presidency are few. None of them could subsist upon the agency business alone, it being very confined, and the profits in a great measure absorbed by interest of money on the cash balances they are obliged to keep, and the expences of the establishment. Their advantages arise principally from mercantile transactions; and though they hold out the agency business to be the line they confine themselves to, yet without trade they would scarcely gain a subsistence. Agency, however, gives them the command of a capital, which enables them to embrace every favourable opportunity that occurs, to forward their commercial pursuits.

The Persees rank next to the Europeans. They are active, industrious, clever, and possess considerable local knowledge. Many of them are very opulent, and each of the European houses of agency has one of the principal Persee merchants concerned with it in most of their foreign speculations. They have become the brokers and banians of the Europeans. The factors belonging to these different houses resident in China, Bengal, &c. are generally Persees, and the correspondence is carried on in the country language, so that the British merchant knows no more than they communicate to him. The servants attached to Europeans at this Presidency are Persees, and the best of any in India.

Many considerable Portuguese, Armenian, and Hindoo merchants reside here, who possess great property, and are men of much integrity. There are likewise some Borah merchants, or Mahometan Jews, who carry on a great trade with Guzerat, and other places to the northward. Upon the whole, Bombay may be considered the emporium of Persia, Arabia, and the western part of India, and where the manufactures and produce of all parts of the world may be readily procured.

Bombay claims a distinguished rank among our foreign naval arsenals; it has always been famous for ship-building, and formerly supplied Bengal and other parts of India with shipping. Many fine ships are now built at Bengal, so that this branch of commerce at Bombay has rather diminished. Merchant ships of considerable burthen, (from 600 to 1300 tons,) for the country trade, and the service of the Company, have been built here, which, in point of beauty of construction, excellent workmanship, and durability, are superior to any class of merchant ships in the world. Many Bombay-built ships of 25, 30, 32, and 40 years' standing may be met with. Bombay has the peculiar honour of being the first place in the British dominions out of Europe, at which a ship of the line was ever built; it has also added several fine frigates to the Royal Navy: they are all built of Malabar teak, which is esteemed superior to that of any other part of India. The builders are Persees, who are very skilful and assiduous; so that for the skill of its naval architects, the superiority of its timber, and the excellence of its docks, Bombay may be considered of the first importance to the British Empire in India.

The Government of Bombay and its dependencies is by law vested in a Governor and three counsellors, who are, in respect to the native powers, to levying war, making peace, collecting and applying revenues, levying and employing forces, or other matters of civil or military government, under the controul of the Government General of Bengal; and are, in all cases whatever, to obey their orders, unless the Court of Directors shall have sent any orders repugnant thereto, not known to the Government General, of which, in that case, they are to give the Government General immediate advice. The Court of Directors appoint the Governor and members of the Council, and likewise the Commander in Chief of the forces: the latter is not, *ex officio*, to be of the Council, but is not disqualified from being so, if the Court of Directors shall think fit to appoint him; and when member of the Council, he takes precedence of the other Counsellors. The civil members are to be appointed from the list of civil servants, who have resided twelve years in the service in India. The method of conducting business at the Council-board is as follows:—Matters propounded by the President, are first proceeded upon: he may adjourn the discussion of questions put by the other members of Council, but not more than twice. All orders are expressed as made by the Governor in Council. The Governor has power to act contrary to the opinions of the other members of the Council, taking upon himself the whole responsibility. On such extraordinary occasions, the Governor and Counsellors are to communicate to each other their opinions and reasons by minutes in writing,

and to meet a second time; and if both retain their first opinions, the minutes are entered on the consultations, and the orders of the Governor are to be valid, and put in execution.

Trade.—Bombay from its situation commands the commerce of the Gulphs of Persia and Arabia, and the northern parts of this side of India; the trade, however, is only a transit, the island not furnishing from its own products any considerable articles for exportation, or even sufficient food for its numerous inhabitants. It is merely an emporium for the reception of articles produced in other countries, and a port of resort to merchants. All sorts of Asiatic and European commodities are therefore to be procured here. It would consequently be a waste of time to enumerate the various descriptions of articles imported and exported between Bombay and British and Foreign Europe and America, as well as the rest of Asia. Every year a Report of Trade is prepared at Bombay, copies of which are sent home to the Court of Directors. Very copious details respecting the internal and external trade of this Presidency are contained in that Report, which fills a very thick folio volume. The Tables published in the first edition of this Work were extracted from that source; but Mr. G. A. Prinsep, of Calcutta, has demonstrated so satisfactorily the defects of these accounts, by reason of the mode adopted at the Bombay Custom-house of obtaining the valuations, which, far from approximating to the truth, are not even formed upon a consistent plan, that they serve in many cases only to mislead. The little Work of this gentleman, entitled "*Rcmarks on the external Commerce and Exchanges of Bengal*," affords a very useful key to understand the nature and extent of the trade of all the Presidencies.

The Reports furnish the following statement of the external trade of Bombay in the year 1821-22. The imports into the Presidency (excluding Company's investments), amounted to 2,79,74,672 B. Rupees: the chief places are as follow:

	B. Rupees.		B. Rupees.
United Kingdom	43,94,208	Coromandel Coast	92,923
Madeira	84,173	Ceylon	46,161
Cape of Good Hope	2,980	Malabar and Canara	47,10,607
Mauritius	3,53,087	Goa and the Concan	4,74,639
China	74,01,160	Cutch and Scindy	5,44,252
Manilla	3,30,650	Persian Gulph	33,98,462
Penang and Eastward	7,53,737	Arabian Gulph	37,65,854
Bengal	20,03,718	Coast of Africa	4,27,511

The exports from the Presidency (exclusive of Company's investments) from the year 1821-22, amounted to 2,23,79,975 B. Rupees: the chief places are as follow:—

	B. Rupees.		B. Rupees.
United Kingdom	25,38,395	Ceylon	29,042
Cape of Good Hope	15,918	Malabar and Canara	14,63,243
Mauritius	3,16,958	Goa and the Concan	6,73,673
China	69,15,803	Cutch and Scindy	19,51,126
Penang and the Eastward	8,33,601	Persian Gulph	33,80,473
Bengal	15,76,044	Arabian Gulph	20,94,613
Coromandel Coast	1,39,051	Coast of Africa	3,23,473

The aggregate amount of the imports from the United Kingdom, including the Company's imports, those of their officers, and of private traders, was, in the year 1821-22, 75,02,797 B. Rupees; and the aggregate amount of exports to Great Britain in the same year was 25,83,962 B. Rupees. But Mr. Prinsep, by pursuing a more rational method of estimating the value, represents the former amount at 1,12,18,852 B. Rupees, and the latter at 29,99,695 B. Rupees.

The number of vessels which arrived at Bombay during the year 1821-22 was 130; of which 118 were English, 4 Portuguese, 1 French, 2 Turkish, and 5 Arab. The aggregate tonnage was 60,863 tons.

The number of vessels which sailed from Bombay, during the same year, was 141; of which 129 were English, 4 Portuguese, 2 Turkish, and 6 Arab. The aggregate tonnage was 67,645 tons.

As a matter of curiosity, perhaps of utility, it may be stated, that the average length of the voyage of a fleet from England to Bombay, taken for 13 years, was 121 days nearly; the longest voyage was 142 days, and the shortest 103.

REMARKS ON THE COMMERCE WITH CHINA.

This is the most valuable branch of the commerce of Bombay. The staple article is cotton wool; the remainder consists of sandal wood, sharks' fins, and a few other articles, the produce of Malabar, and the western side of India. The merchants at Bengal and Madras have become competitors in the China market in the article of cotton, which, from its being of a superior quality, or rather from its being cleaner, has fetched higher prices at Canton than that from Bombay. This competition therefore threatens to affect the trade of Bombay in a very material degree, unless the same precautions are taken in cleaning the cotton produced on this side of India, as have been practised at Bengal and Madras.

The East India Company have become participators in the trade from Bombay to China, since which period the article of cotton-wool has nearly doubled in price. They reserve to themselves two-thirds of the chartered

tonnage of their ships destined from Bombay to China; and in the event of their not occupying it, it is disposed of by open competition: and if the commanders and officers of the ships offer a rate of freight equal to the highest bidder, the preference is given to them, on condition that the freight, together with the proceeds of the goods, shall be paid into the Canton treasury, for the latter of which bills are granted on England at the current rate of exchange.

The commanders of the Bombay and China ships frequently dispose of their tonnage to the merchants at a stipulated rate of freight for each particular commodity, and advance their money on respondentia on the goods, at a premium of 10 per cent., the rate of exchange being 316 Bombay rupees per 100 Spanish dollars, payable 30 days after the ship's arrival at Whampoa.

Sugar and sugar candy form one of the most material articles of import from China. To throw this branch of trade more within the British dominions, the Government a few years since took off the duties on Bengal sugar, which is now more in demand.

Duties.—*Indian Trade.*—Goods imported from Bengal will be exempted from duty, on producing the usual certificates, otherwise they are to be assessed at an advance of 15 per cent., and charged with duties as other goods.

Certificates of duties having been paid from Madras, Malabar, or Surat, admitted in exemption of duties here.

Certificates from Ceylon not admitted here, nor from Prince of Wales's Island.

Arrack, the manufacture of Bencoolen, exempted from duties.

Opium (by Reg. 1818) is subject to a duty of 12 rupees per Surat seer.

Grain of all kinds may be imported free of duties.

All other merchandise imported, except cotton, to pay a duty of 2½ per cent. on the manifest prices, and an established advance thereon, regulated as follows; from which advance the cargoes of ships imported from England are to be exempted, *viz.*

Cargoes by foreign ships, Americans excepted, from whatever place imported, an advance of 60 per cent.

On British ships, or ships navigated under the colours of the native Princes of India, *viz.*

From the Coromandel Coast .... 15 per cent.
From China .... 20 ditto.
From Mocha, agreeably to the amount sales on oath.

From Malabar (without the province) Guzerat, Scindy, Cambay, Cutch, Gaunt, and Pegu	10 per Cent.
From Goa, if the produce of Europe	60 ditto.
From the two Gulphs, if the produce of Europe	60 ditto.
——————— if not the produce of Europe	15 ditto.
Timber and plank subject to the same Duty as other goods.	
From Bussorah, Mocha, Judda, &c. ports in the Gulph of Persia and Arabia, the Coast of Africa, and Malacca	15 ditto.
From the Cape of Good Hope	30 ditto.
From Batavia (arrack excepted)	25 ditto.

Batavia arrack to be assessed at 55 rupees the leager, but no leakage or ullage allowed.

Cotton is subject to duty at a fixed valuation of 120 rupees per candy.

By Reg. 1821, goods, the produce of Europe, China, any foreign, Asiatic, or other state, imported from Goa, Demaun, Diu, or other foreign European port in India, are subject to a duty of 4½ per cent. on an advance of 60 per cent. upon the invoice cost: if invoice cost cannot be ascertained, 7½ per cent. *ad valorem*, will be charged.

Exports under British or foreign colours, to the aforesaid places, ultimately intended for Europe, China, or any foreign, Asiatic, or other state, are subject to 3½ per cent. on invoice valuation.

Goods landed expressly for exportation, or transshipped in the harbour, to pay the same import duty as other goods, and no drawback to be allowed.

All goods, though imported for private use, are to pay duties. Nothing but wearing apparel to pass duty free. And all baggage to be inspected at the Custom-house.

All goods or packages of every description, timber excepted, to be landed and inspected either at the Bunder Custom-house within the Fort, or at Muzjid Bunder without, but at no other landing place.

An additional duty of one per cent. on account of the Honourable Company's Marine, is also levied on goods imported, except from the United Kingdom.

Europe Trade.—Articles, the produce of the United Kingdom, imported by British or India-built register ships, are subject to a duty of 2½ per cent.; articles, the produce of foreign Europe, so imported, 3½ per cent. Additional excise duties are payable on wines and spirits so imported, *viz.* wine for home consumption, 12 rupees per pipe of 120 gallons, or half a rupee per dozen quarts in bottle: cordials, 6 rupees per dozen pints: other spirits half a rupee per gallon.

The following articles, the produce or manufacture of the United Kingdom, imported in British or India-built register ships, are exempt from all duties, *viz.* woollens, unmanufactured metals, cutlery, table and kitchen utensils, trinkets wholly or chiefly of metal, ironmongery of all sorts, locks, bolts, scales and weights, clocks and watches, sheet copper and iron, nails, wire, lead in sheets, cast or rolled, copper pumps, mathematical instruments, fire engines, tin ware, fowling shot, bellows, brasiery, and all other articles coming under the description of wrought or unwrought metals; canvas, cordage, and marine stores.

There are no export duties, except as before stated; but the exportation of liquors to New South Wales, of salt to Calcutta, and of opium to China, are prohibited; and goods cannot be exported to the Cape of Good Hope, without permission of Government. A manifest of export cargo is also required.

Table of Exchange for Adjustment of Customs.

Countries.	Coins.	Rates of Exchange.
Great Britain.	£ Sterling	8 Rupees.
France.	Franc.	$\frac{1}{3}$ of a Rupee.
Spain.	Dollar.	216 Rupees per 100 Dollars.
America.	Ditto.	Ditto.
Madras	Rupee.	Par.
Bengal	Ditto.	At current Exchange.

Port Regulations.—By Rule 1820, modified by Rule 1821, Captains of ships are, before entering at the Custom-house, to report personally their arrival to the Superintendent of Marine, to produce the ship's log and authority for passengers; likewise to deliver on arrival, a list of crew and passengers to the Inspector of the Port; and another list of casualties while in the harbour, on ship's departure; on default of which, a port clearance will be refused. Notice of discharge, or desertion of European or American seamen, to be sent to the senior Magistrate of Police: on apprehension of a deserter, a reward of 8 rupees will be given, and charged to the ship: penalty on omitting notice, 500 rupees for first offence; 1000 rupees for each succeeding. A similar penalty on receiving Europeans or Americans on board ship without permission of Superintendent, if seamen; or Town Major, if soldiers. Ballast not to be thrown into the harbour; penalty for the first offence 600 rupees; 1000 for each succeeding. No stones or ballast to be deposited in the dock basin, on penalty of 200 rupees. No stones or ballast to be taken within certain limits. No vessel to sail without a port clearance: penalty, loss of licence. Ships in dock not to land lumber without permission of Superintendent.

Rates of Pilotage.—The following are the rates of pilotage at which all merchant ships and vessels visiting the harbour of Bombay, are charged.

SQUARE-RIGGED VESSELS.

	Rupees.		Rupees.
Up to 300 tons burthen in fair weather	50,	in the monsoon	75
300 to 400 ditto	55		80
400 to 500 ditto	60		85
500 to 600 ditto	65		90
600 to 700 ditto	70		95
700 to 800 ditto	75		100
800 to 900 ditto	80		105
900 to 1000 ditto	85		110
1000 to 1100 ditto	90		115
1100 to 1200 ditto	95		120
1200 ditto	100		125

Light-House Dues.—A duty of 10 rupees per 100 tons is collected by the Master Attendant from every merchant vessel anchoring in the harbour.

Wharfage.—The following are the rates of charge for the use of the cranes at the Bunder wharf, *viz.*

	Rs.	Q.	R.
Hoisting large spars, each	2	0	0
An anchor under 20 Cwt.	0	2	0
Ditto above ditto	1	0	0
A gun under ditto	0	2	0
Ditto above ditto	1	0	0
A large bale	0	1	0
A small bale or cask	0	0	48
A horse	0	1	0
A bullock or cow	0	1	0
A carriage or large box	0	1	0
Small packages	0	0	24

Articles conveyed in the Company's craft, to pay half the amount, whether belonging to His Majesty or to merchants.

Dock-Yard Regulations.—I. No boats but those belonging to His Majesty's ships, the Company's cruisers, and the establishment of the yard, to use the stairs of the dock; except the boats of the Company's chartered ships, when their commanders are in them.

II. Natives of every description, not engaged in the service of the yard, or the ships and vessels before mentioned, or concerned in the ships under repair, excluded from the dock-yard.

III. No baggage or stores to be carried through the yard by any other than the crews of the ships and vessels, except with an order from the Governor, the Admiral, the commanding officer of the forces, the superintendent of the marine, the master-attendant, or town-major; and all baggage and stores so passed, are to be accompanied by a certificate from the officer to whom they belong.

IV. The dock-gates to be shut after sunset, the wicket being left open till the evening gun is fired; after which, nobody belonging to the ships in the harbour, below the rank of a commissioned officer, is allowed to land, or enter the dock-yard, without the express permission of one of the authorities above mentioned.

V. Boat's crews not permitted to quit their boats at the stairs, after the hour of shutting the gates.

VI. Small craft not to deliver fire-wood, or any other lading, within the limits of the yard, without the superintendent's sanction.

VII. The ships and vessels in dock not to land any lumber whatever on the pier.

VIII. No cargo of any description to be landed in, or passed through the yard, from or to any ship in dock, without the superintendent's permission in writing.

IX. No palanquins to remain in the yard without permission of one of the authorities above mentioned.

X. If any fire should happen, or signal of distress be made, on board a vessel in the harbour, the dock-gates are to be thrown open, that every assistance from the shore may be conveyed to her.

XI. When a ship is either coming into, or going out of dock in the night, the gates are to be open for the master attendant's and builder's people to pass.

XII. The tindals of the Bunder-boats having any reports to make on service, to be permitted to pass.

XIII. When the builder is repairing any ships afloat, he may, on his own authority, desire the sentries to allow country boats to quit the dock stairs with artificers, planks, tools, &c.

The following are the charges on ships entering the docks:—

Every English ship, the first springs	450 rupees.
Ditto every subsequent spring, each	350 ditto.
Every foreign ship, the first springs	600 ditto.
Ditto every subsequent spring, each	500 ditto.

Gunpowder.—*Owners' Instructions.*—"You are to pay at every port you anchor at belonging to the Company, one barrel of gunpowder, and take a receipt for the same; by the neglect thereof, several ships have paid five guineas after their arrival in England."

Immediately on a ship's arrival in Bombay harbour, the gunpowder is landed, and sent to the Company's magazine, where it is dried, and repacked, if necessary. The charges attending the landing, drying, reshipping, &c. are considerable, seldom amounting to less than 150 rupees each ship.

Regulations relative to Gunpowder.—All powder on private account will be received at the magazine, and at no other place.

Application for receipt or delivery must be made at the office of the commissary of stores, at least twelve hours beforehand.

None can be admitted except in complete and unexceptionable packages, perfectly free from iron, and not covered. Where any are tendered which the commissary or his people may think objectionable, he has orders to substitute proper barrels, which will be charged to the owners.

As the magazine is infested with white ants, it is recommended to such as may have powder to lodge, to provide themselves with teak-wood barrels, or boxes. The Company cannot be at any charge on account of the damage thus occasioned; and whenever it occurs, the commissary will substitute teak-wood barrels, which will be charged to the owners; and similarly in all cases where, from decay, or other causes, the packages may become objectionable.

Warehouse Rent.—Rates per month, *viz.*

	R.	Q.	R.
Pepper, Rice, Sugar, and Saltpetre, per bag of 168 lbs.	0	0	50
Piece-goods and Raw Silk, per bale	0	2	0
Cotton, screwed bales, each	0	1	0
———, repacked bales, each	0	1	50
———, raw bales, each	0	2	0

	R.	Q.	R.
Madeira Wine, per pipe	1	0	0
Wine or Beer, in 12 dozen chests	0	2	0
——— in 6 dozen chests	0	1	0
Camphire and Indigo, per chest of 1 Pecul	0	2	0
Other articles in proportion			

Seamen's Wages, &c.—In the event of being obliged to ship lascars, in lieu of seamen pressed into His Majesty's service, their pay is as follows, which is paid at the Presidency six months in advance, *viz.*

1 serang, 6 months	at 30 rupees per month	Rupees 180
1 tindal, ditto	20 ditto	120
15 lascars, ditto	each 12 ditto	1080
Batta money to be repaid in England without interest		350

The practice of paying so much wages in advance may be considered the cause of so many fires occurring amongst the Bombay shipping, as there is reason to believe they are often intentional.

Lascars are likewise employed in the monsoon to assist in working the ship out; their pay is as follows:—serang 250 reas per day; tindal 175 reas per day; and each lascar 125 reas. A country boat is also occasionally employed in lieu of the ships' boats, for carrying off provisions, &c. at 2 rupees per day.

Boat and Cooley Hire.—The ship's long boat is generally employed in landing the investments of the commander and officers, and in carrying off stores, water, &c. The charges for cooley hire are these:—

1 sling and men for carrying a butt of beer, or pipe of wine	Rupee	1	0	0
1 ditto ... a hogshead or a chest of wine		0	2	0
Hoisting from the boat upon the wharf at the Bunder, per butt		0	1	0

For carrying dead weight, 4 annas per candy; 1 anna per candy for hoisting; and 2 annas per candy for weighing. For cases and other packages, according to weight and dimensions.

Rates of Commission.—On the sale or purchase of goods of all denominations, (except the following,) 5 per cent. On the sale or purchase of ships, houses, and lands, 2½ ditto. On the sale or purchase of diamonds, pearls, and every description of jewellery, 2½ ditto. On the sale or purchase of treasure, or bullion, 1 ditto. On goods consigned for sale, and afterwards withdrawn, half commission. On procuring freight, whether to Europe or elsewhere, 5 per cent. On shipping for Europe or elsewhere, bale or gruff goods of every description, 2½ ditto. On shipping for Europe or elsewhere, diamonds, pearls, jewellery, or bullion, 1 ditto. On ship's disbursements, when no commission has been previously charged on freight or cargo, 2½ ditto. On effecting insurances, in the insurance office, ½ ditto; by private underwriters, 1 ditto. On settling insurance losses with the office, ½ ditto; with private underwriters, 1 ditto. On *del credere*, or guaranteeing the responsibility of persons to whom goods are sold, on the amount sale, ¾ ditto. On the sale or purchase of cattle of every description, 5 ditto. On collecting house rent, 2½ ditto. On effecting remittances by bills of exchange, 1 ditto. On taking up interest bills from the Company, exclusive of 1 per cent. on remitting, ½ ditto. On the sale or purchase of public or private bills and Company's paper, ½ ditto. On exchanging one description of Company's paper for another, on investing money in the public loans, and on transferring Government securities from one constituent to another, ½ ditto. On

surrendering or depositing in the Treasury, Company's securities, ½ ditto. On public or private securities, jewels, or other valuables lodged, and afterwards withdrawn before the amount is realized, half commission. On procuring money on Respondentia, or on loan, 2 per cent. On recovery of bonds or bills for persons returned to Europe, over due, 2 ditto. On debts, where a process at law or arbitration is necessary, 2½ ditto; and if recovered through such means, 5 ditto. On managing the affairs of an estate for an executor or administrator, on the amount recovered, 5 ditto. On bills of exchange returned noted or protested, &c., 1 ditto. On guaranteeing bills or bonds by indorsement or otherwise, 2½ ditto. On attending the delivery of contract goods, 1 ditto. On goods consigned, and afterwards withdrawn, on invoice cost, 2½ ditto. On granting letters of credit, 2½ ditto. On becoming security to Government or public bodies, 2½ ditto. On goods consigned, which are disposed of by outcry, or sent to a shop, on net proceeds, 2½ ditto. On the receipt and payment of all monies not arising from the proceeds of goods on which commission has already been charged, (or ½ per cent. on receiving, and ½ per cent. on paying, at the option of the agent), independently of any charge that may become requisite through the necessity of employing agents elsewhere, 1 ditto. Where the debtor side of the account exceeds the creditor side by advances made, the agent to have the option of charging his commission upon the total of either; and the balance of interest carried forward to the account of the current year, to be considered as money paid or received, and chargeable accordingly, 1 ditto.

When the balance of an account due by the constituent is brought forward from an account of the preceding year, and not paid in the course of the succeeding one, commission may be charged thereon, or upon the residue that may be unpaid: the agent in the latter case to have the option of charging his commission upon the residue, or upon the sums received towards the discharge of the original balance due at the commencement of the year, 1 per cent.

Sale Commission.—In the event of the whole of an investment not being disposed of by private sale, the remainder is sent to auction, or to a commission warehouse for sale, of which there are several in the Settlement, where every attention is paid to the lotting and arranging the property, and the value guranteed on the following terms, *viz.*

On Private Sales.—A commission of 5 per cent. on what is sold; 1 per cent. for goods sold by the proprietor after having been deposited for sale in the warehouse, but no charge will be made for goods returned unsold.

On Public Sales.—A commission of 5 per cent. on all goods and

furniture, advertisements and cooley hire not included; the amount sales payable at one month from the day of the sale, or before, if required, on deducting the usual interest of three-quarters per cent. per month.

On Private or Public Sales.—On horses, carriages, or any other article, when sold from 500 to 1000 rupees, 2 per cent.; from 1000 to 5000 one per cent.

Houses, land, or ships, one half per cent. payable on receipt, agreeable to the terms of sale.

Articles exposed for public sale, and bought in on account of the proprietor, one per cent., unless left to be sold to the highest bidder at the next public sale; in which case no charge will be made for their having been bought in at the first sale.

Provisions and Refreshments.—The Island of Bombay scarcely produces any articles of consumption. It is supplied with food for its numerous inhabitants from various parts of India, and every article is much dearer than at either of the other Presidencies. Considerable quantities of rice and other grain are annually imported. The prices are continually fluctuating, from the uncertain state of the market, which is under the superintendence of the Police.

Arrack from Goa, Columbo and Batavia, at one to two rupees per gallon, according to the quality; but Bengal rum, equal to some of the West India rum, is occasionally to be procured from the Company's stores, at an advance of 15 per cent. on the prime cost at Calcutta.

Water is supplied by pipes from the Bunder, and the casks filled with a hose, for which a charge made, is by the marine paymaster, of one rupee per ton. It is generally carried off in the ship's long-boat; but large country boats are to be preferred for that purpose.

Coins.—Accounts are kept at Bombay in rupees of 4 quarters and 400 reas.

			£	s.	d.	q.	d.p.
2 reas	make	1 urdee	0	0	0	0	60
4 reas	"	1 doogany, or single pice	0	0	0	1	20
6 reas, or 3 urdees	"	1 doreea	0	0	0	1	80
8 reas, or 4 urdees	"	1 fuddea, or double pice	0	0	0	2	40
3⅛ fuddeas, or pice	"	1 anna	0	0	1	3	50
12½ fuddeas, or 4 annas	"	1 quarter rupee	0	0	7	2	
35 fuddeas, or 8 annas	"	1 half rupee	0	1	3		
50 fuddeas, or 16 annas	"	1 rupee	0	2	6		
5 rupees	"	1 pauncheа	0	12	6		
3 pauncheas, or 15 rupees	"	1 gold mohur	1	17	6		

The annas and reas are imaginary money.

Remarks on the Coins of Bombay.

Silver.—The old Bombay rupee is the same as was coined at Surat under the Mogul Government. It weighed 178.314 grains, and contained 1.24 per cent. of alloy. By an ancient agreement with the Nabob of Surat, the rupee of both Governments was to circulate through both at an equal value; while they mutually pledged themselves to keep up the coin to its exact standard of weight and fineness. The Nabob, however, did not keep to this agreement; for his rupees were found soon afterwards to contain, instead of 1.24 per cent. of alloy, no less than 10,12, and even 15 per cent. The consequence of this was, that all the Bombay rupees were carried to Surat to be recoined. This mint was entirely stopped in its silver coinage for more than twenty years, and the circulation of silver was occupied by the Surat rupee.

In this situation of things the merchants could not afford to coin their bullion here, and therefore Bombay was long without a silver coinage of its own; when Government in 1800 ordered the Surat rupee to be struck in this mint, and since that time the rupee has been kept at an equal value in both mints. In both the silver rupee weighs 179 grains, and contains 7.97 per cent. of alloy.

Gold.—In the year 1774 the gold mohur was made of the same weight as the silver rupee. It was ordered to be of the fineness of a Venetian, and to pass for 15 silver rupees. In this coinage, therefore, 14.9 grains of silver represented one grain of gold; for such is the proportion between the quantity of gold in this gold mohur, and the silver in 15 old Bombay rupees. When the Surat silver currency had occupied the circulation, this proportion between gold and silver was quite destroyed; so that gold coined according to Regulation of 1774, was now exchanged for no more than thirteen times its weight in silver, and often for much less.

In order to remedy this, and to bring back the coins of gold and silver to nearly their ancient proportions, and their relative value in the market, it was ordered in 1800, that the gold mohur should be of the same weight as the silver rupee, that it should contain the same quantity of alloy, and that it should pass for 15 rupees.

The present weight, fineness, and sterling value of the gold and silver rupees of Bombay are as follow, according to the new money system:—

	Grains pure.	Grains Alloy.	Grains gross Weight.	Value. £ s. d.
Gold Rupee	164.68	14.32	179	1 9 $1\frac{3}{4}.\frac{3}{25}$
Silver Rupee.	164.68	14.32	179	0 1 11

From the following recent official report from the Bombay Assay Office, the value of the coins current at Bombay, or imported from other parts, may be ascertained with little difficulty, and with perfect accuracy.

ASSAY REPORT, *shewing the Mint Standards of Bombay, Calcutta, Madras, and England, and the Weight, Purity, and intrinsic Value, by Assay, of all the Coins, either current in the Company's Territories under the Presidency of Bombay, or imported as Bullion.—August* 4, 1821.

NAMES OF COINS.	ASSAY.			Value of 100 in Bombay Currency.	Poona Treasury Rate.*			REMARKS.
GOLD.	Weight	Touch	Pure Metal.		Rs.	Q.	rs.	
	Gr. dec.	Per Ct. dec.	Gr. dec.	Rs. dec.				
Bombay Mohur	179.00	92.00	164.68	1500.000				Mint Standard. In the Coins of these Mints, 1 part of Gold represents 15 of Silver.
Calcutta do. new	204.71	91.66	187.65	1709.2233				(ditto)
Madras do. do.	180.00	91.66	165.00	1502.914				(ditto)
English Guinea	129.50	91.66	118.70	1081.187				—In the English Coins, 1 part of Gold represents 14.281 dec. of Silver.
Venetian or Sequin	53.00	99.25	52.60	479.011				—Full Weight 54 Grains — *Imported as Bullion.* Current in Persian Gulph.
Gubber or Dutch Ducat	53.25	98.25	52.31	476.500				—Do. ... do. ...53¾ — *Imported as Bullion.* Do. Do.
Joaneese or Portuguese Dollar	220.75	91.50	201.98	1859.805				—Do. ... do. 222½ — *Imported as Bullion.* Principally from Rio Janeiro.
Persian Toman	73.50	97.25	71.47	651.06				.... *Imported as Bullion.* Current in the Persian and Arabian Gulphs.
New Ekairee Pagoda	52.85	84.00	44.39	404.390	387	2	00	This Coin was struck by Kishun Raj Wadder, Rajah of Mysore, in the Mint at Mysore. It is chiefly current in the Mysore and the Southern Districts of the Carnatic.
Old do. .... do.	52.62	84.38	44.40	404.452	387	2	00	—This Coin was struck by Rajah Boodee Bussapa at Biddunoor about 100 years ago.
Bhol do. .... do.	52.69	84.50	44.52	405.50	000	0	00	—Current in the Southern Mahratta country.
Bhoolpuddee .... do.		85.00	44.85	408.585	387	2	00	This Coin, denominated Bhoolpuddee, or head of the Idol, is of the same coinage, with the stamp a little different.
Bahaudry .... do.	52.72	84.50	44.54	405.768	387	2	00	—This Coin was struck by Hyder Ally about 50 or 60 years ago at Seringapatam.
Funokee .... do.	52.80	84.63	44.68	407.037	387	2	00	—This Coin was struck by the Sultan about 30 years ago. The above six Coins are usually received into the Poona Treasury from the districts of Rannee Biddanoor Koda Bunkapoor, Savanoor Gudduck, Dummull Kanghulla, Andoor Kanigull and Nowlagund, &c.
Guddapuddee ... do.	50.97	76.38	38.93	354.625	375	0	00	These Coins were struck by Esajee Ram, Mumledar of the Paishwa, about 60 years ago at Darivar and Nurgoond, but the coinage has been discontinued for the last 25 years.
Fudduck .... do.	50.77	76.38	38.77	353.234	375	0	00	(ditto)
Kudvanajee...... do.	50.75	76.38	38.76	353.095	375	0	00	(ditto)
Hallee Sicca ..... do.	50.90	76.38	38.87	354.139	375	0	00	(ditto)
Modapuddee .... do.	50.55	75.25	38.038	346.500	375	0	00	(ditto)

NAMES OF COINS.	ASSAY.			Value of 100 in Bombay Currency.	Poona Treasury Rate.*			REMARKS.
	Weight	Touch	Pure Metal.					
GOLD.	Gr. dec.	Per Ct. dec.	Gr. dec.	Rs. dec.	Rs.	Q	rs.	
Rajaram Ekairee Pagoda.......	52.80	84.13	44.42	404.632	381	1	00	These Coins have little or no currency in this Province; but as they are circulated in the Camp Bazar to a small extent, they are inserted in the list.
Bhatoree............... do.	50.50	75.00	37.87	345.003	325	0	00	
Tomancien........... do. ½	26.12	84.63	22.105	201.359	205	0	50	
Bangaloree........... do.	52.82	84.25	44.50	405.363	375	0	00	This Coin was struck during the government of Hyder, in the Mint at Bangalore. It has no very general circulation, but is occasionally received from individuals in payment of revenue.
Mahomed Shaie.... do.	51.50	78.75	40.55	369.431	337	2	00	These Coins have little currency in these Provinces. Their exchange has now been fixed with reference to the rates of the Bellaree Treasury, and to their estimated value by the Shroffs.
Ventratapulkee..... do.	51.50	76.38	39.33	358.313	337	2	00	
Herponhilee......... do.	50.75	77.50	39.33	358.272	343	3	00	
Pavan Tharokee... do.	52.89	84.38	44.62	406.496				Received for Assay from the Collector in the Doab. Current in the Southern Mahratta country.
Nagar Tharokee... do.	52.90	85.13	45.03	410.186				
Gharava Tharokee do.	53.85	85.25	45.18	411.543				
Bhut Padce.......... do.	52.90	84.75	44.83	408.355				
Baha Tapee......... do.	54.00	84.75	45.76	416.855				
Joona Elaye......... do.	52.50	84.38	44.29	403.500				
Navee Ekee......... do.	53.00	84.50	44.78	407.92				
Canteroy Fanams	5.82	59.00	3.43	31.278				
Sultana Fanams..................	5.87	58.00	3.40	31.012				
SILVER.								
Bombay Rupee	179.00	92.00	164.68	100.00	Mint Standard.			Current at Bombay, Surat, Kaira, Canara, and Soonda.
Calcutta... do.	191.916	91.66	175.923	106.827				New currency.
Madras ...do.	180.00	91.66	165.00	100.194				Do. do.
English Crown......................	436.36	92.5	403.63	245.101				In this new Coinage, the pound troy of standard Silver is divided into 66s. (instead of 63, as before,) making the relative proportion as above stated, *viz* 1 of Gold to 14.281 of Silver.
Spanish Dollar......................	415.02	89.38	370.95	225.25				Full weight 416 Grs. *Imported as Bullion.* Current in the Persian and Arabian Gulphs, and, to a certain degree, over the greater part of the known World.
German Crown......................	430.25	83.38	358.74	217.84				Do. do. 433 do.
† Ankoos or Chinsoree Rupee	172.50	91.75	158.26	96.105				—Standard Coin at Poona; current throughout the Deccan and the Northern and Southern Concan.
† Chandore..................do....	172.25	91.50	157.608	95.705				Coined at Chandore, and is the Standard Coin of Candeish; passes equivalent with the Ankoosee Rupees: current also in the Northern Concan.
† Thoora ....do....	170.00	91.50	155.55	94.425				—Current in Candeish.
† Jeereeputka ....do....	171.6	91.25	156.58	95.083				Coined at Nassuck; bears a discount of eight and twelve Annas per Cent.; current in the Northern Concan and Candeish.
† Belapooree ....do....	171.82	85.00	146.04	88.685				—Coined at Bellapoore; current at Poona, Ahmednuggur, the Concan, &c. &c.
Batoree.........................do....	171.3	87.00	149.03	90.495				Coined at Bhatoore near Ahmednuggur; current in the Deccan; is inferior to the Ankoosee one per Cent.*

NAMES OF COINS.	ASSAY.			Value of 100 in Bombay Currency.	REMARKS.
	Weight	Touch	Pure Metal.		
SILVER.	Gr. dec.	Per Ct. dec.	Gr. dec.	Rs. dec.	
Shree Sicca .... Rupee..	172.00	91.50	157.38	95.567	—Coined formerly at Poona, and is esteemed better than the Ankoosee Rupees by one per Cent.*
Hallee Sicca .... do. ...	174.75	96.25	168.19	102.128	—Coined at Poona for mercantile purposes.
Waubgaum .... do. ...	172.55	91.50	157.88	95.872	—Coined at Waubgaum; bears a discount with the Ankoosee Rupees of eight Annas per Cent.*
Purkee .... do. ...	178.88	94.25	168.59	102.376	Current in Candeish. Coined by Scindeah, and is perhaps the same coin as assayed under the name of Berhanpoor Sicca.
Chambagoondee ...... do. ...	171.00	84.75	144.92	88.000	—Coined at Chammergoondee, and bears a discount with the established Ankoosee of two per Cent.*
Mullarshie orBagulcota do. ...	172.3	89.00	153.34	93.118	—Coined at Bagulcota; current in the Doab, Malwan, &c.
Shapooree .... do. ...	174.00	87.00	151.38	91.924	—Coined at Shapoor, and produces 102 Ankoosee per 100 at Poona.*
Kittoor Shapooree...... do. ...	174.00	86.25	150.07	91.013	This Coin was struck originally at Kittoor; this mint has continued the coinage during the last 25 years; it is current in the district of Bettikerra, Belgam, and Padshapoor.
Ougien .... do. ...	173.00	90.25	156.13	94.000	Coined at Ougien and Chullemaishwar; passes in Poona at a premium of two per Cent. for Ankoosee Rupees:* current throughout Malwa.
Indore .... do. ...	174.50	92.50	161.41	98.000	—Coined at Indore; current throughout Malwa.
Govind Buksh........... do. ...	171.16	78.00	133.50	81.066	—Coined at Aurungabad; is issued in payment to the troops at 120 for 100 Company's Rupees.
Nagpore .... do. ...	166.73	86.5	144.22	87.575	—Coined at Nagpore, and is inferior at Poona to the Ankoosee Rupee by four per Cent.*
Broach .... do. ...	177.5	87.62	155.52	94.440	—The only currency at Broach; current also at Surat, Kaira, &c. &c.
Old Broach .... do. ...	177.06	94.25	166.88	101.335	—Coined formerly at Broach; now disappearing.
Cambay .... do. ...	179.50	81.88	146.97	89.247	—Current in the Nabob's Districts, Kaira, &c.
Babasye .... do. ...	177.00	84.88	150.75	91.540	Coined at Baroda, also current at Kaira, &c. &c.
Walkersye .... do. ...	177.39	87.75	155.65	94.532	
Ashasye .... do. ...	176.50	86.5	152.68	92.705	
Mukunsye .... do. ...	176.62	87.5	154.54	93.842	
Wullubsye .... do. ...	175.56	85.00	150.07	91.217	
Ahmedabad Sicca ...... do. ...	179.92	84.00	151.13	91.772	—Coined formerly at Ahmedabad.
New ....do.......... do. ...	180.75	85.00	153.63	93.292	—Present currency there; current also at Anjar, and throughout Cutch.
Hallee ....do.......... do. ...	174.77	96.25	168.21	102.147	—Coined at Ahmedabad, current within the walls of the city only.
Cutch Kowrie............ do. ...	72.15	60.75	43.83	26.615	—Coined at Anjar, current throughout Cutch.
Porebunder do. .... do. ...	74.50	69.75	51.96	31.553	—Coined at Porebunder.
Persian...................... do. ...	159.12	94.50	150.36	91.309	—Imported as Bullion; current in the Persian Gulph.
New Persian .... do. ...	141.3	94.50	133.52	81.083	—Do. do. do.
Goa .... do. ...	168.50	86.00	144.91	87.995	—Do. do. do.
Mysore or New Holker do. ...	173.56	94.25	163.58	99.390	—Coined formerly at Mysore, now disappearing.
Mulkapoor .... do. ...	173.2	71.75	124.27	75.461	—Coined at Mulkapoor, and bears a discount of 12 per Cent. with the Ankoosee.*
Meritch Hookaree..... do. ...	172.6	84.00	144.98	88.039	—Coined at Meritch; bears a discount in Poona of five per Cent.*
Narrainpet .... do. ...	172.5	80.50	138.86	84.321	A species of Hyderabad Rupee coined at Narrainpet, but little known at Poona; rate uncertain, from 9 to 12 per Cent. discount.

NAMES OF COINS.	ASSAY.			Value of 100 in Bombay Currency.	REMARKS.
SILVER.	Weight	Touch	Pure Metal.		
	Gr. dec.	Per Ct. dec.	Gr. dec.	Rs. dec.	
Timbourne .... Rupee..	171.3	85.50	146.46	88.936	A species of Hyderabad Rupee, coined at Timbourne by the late Sadaser Monkaiser; is inferior to the proper Ankoosee Rupee.
Waye Sicca............... do. ...	171.8	89.50	153.76	92.760	—Ditto, coined at Waye, and bears a discount in Poona of one per Cent.*
Jumkundee............... do. ...	175.00	92.00	161.00	97.765	—Coined at Jumkundee, and passes at a discount of 2 per Cent.*
Berhanpooree........... do. ...	178.8	94.75	169.41	102.87	—Coined by Scindeah in Candeish.
Phoolsheree .... do. ...	171.7	91.50	157.10	95.397	A species of Ankoosee Rupee, coined at Phoolshere, but inferior to the regular Ankoosee by 8 Annas per Cent.
Pertabghur .... do. ...	170.40	87.25	148.67	90.278	—Coined at Pertabghur, a species of Ankoosee Rupee, but 19 per Cent. inferior to it.*
Emaumee .... do. ...	175.00	95.50	167.12	101.484	The Emaumee Coin was struck by the Sultan, but is not current in this province, and is seldom received by the Shroffs or Sahookars.
Rajah Pondicherry..... do. ...	176.16	94.75	166.91	101.354	This Coin was struck at Mysore during Poornya's administration; it is current, but not generally, in the Rannee Biddanoor district.
Punlee, old .... do. ...	170.60	63.00	107.47	65.264	This Coin was struck by Karweekur Maharaj at Panallee about 50 or 60 years ago; the mint still continues; the coin has very little currency in these districts.
Nepanee Perkanee ..... do. ...	173.00	75.75	131.00	79.548	This Coin was struck by Siddowjee Row Naik Nembalkur at Nepanee about 15 years ago; it is current in the districts of Padshapoor and that vicinity.
Semboo ......do......... do. ...	172.75	79.75	137.76	83.658	—Current in the Southern Mahratta country.
Moodhole ....do......... do. ...	173.00	57.50	99.47	60.405	—This Coin was struck by Malajee Row Modholkur about 30 years ago; it has a very limited circulation.
Old Semboo do......... do. ...	174.00	89.75	156.16	94.829	—This Coin was struck by the Bhosla family of Sawantawdy about 200 years ago. It is but little current.
Toragul Nelkantee .... do. ...	170.00	62.00	105.4	64.00	This Coin was struck by Bhalasaheb of Toreegull Synakhurga (about 50 years ago). It is but little current, not very generally.
Tokoshaie .... do. ...	173.16	94.00	162.77	98.84	Current in the Ahmednuggur districts.
Jyenuggree .... do. ...	172.68	90.00	155.41	94.37	
Mannashie .... do. ...	169.50	90.00	152.55	92.634	
Delhi......................... do. ...	174.50	97.65	170.57	103.578	
Perkannee, Newest.. do. (1820)	177.9	88.75	157.88	95.875	—Coined in the Sawant state; received for Assay from the Political Agent there.
Spanish Independent Dollars	420.5	89.50	376.34	228.532	—Coined at Chili in 1817, by the Independents.

* The Rates of Exchange marked thus (*), were established previous to the Assay which was made in the year 1819, and may have been since corrected.

† The Coins marked thus (†), in the course of circulation, frequently receive numerous marks or chaps, and when thus disfigured, are called chapee, &c. and bear a discount, greater or less, according to circumstances.

_ The sterling value of any Coin in this Table may be found by multiplying the pure grains, if gold, by 2.1238, and if silver, by 0.14364: the product will be pence sterling.

By a general order, 12th of December, 1821, the pay of the troops in the Presidency is regulated according to the following table of the value of the contiguous currencies.

Names of the different Local Currencies.

	Rate per 100 Bombay Rupees at which to be issued.
Chandore rupees	104
Chinchore ditto	104
Broach, new ditto	105
Baroda Babasye ditto	109
Cambay ditto	112
Ahmedabad sicca ditto, latest currency 1818	107
Cutch Cowrie	375
Kissoor Shapoory	109
Goa rupee	113
Govind Busksh's sicca, or Aurungabad rupee	123
Ougein ditto	106
Indore ditto	102
Persian ditto	109
New Persian ditto	123
Spanish dollars	44½
German crowns	46
Venetian (sequin)	21
Gubber (Dutch ducat)	21

WEIGHTS.—The English weights being in common use here, and at all the other Presidencies, the following account of their relative proportions may be found useful.

The two principal weights established in Great Britain, are the avoirdupois and troy weights; the last is again divided into diamond and money weights; the grain is understood to be a grain of wheat, gathered in the middle of the ear.

AVOIRDUPOIS WEIGHTS.

3 scruples	make	1 dram
16 drams	"	1 ounce
16 ounces	"	1 pound
28 pounds	"	1 quarter
4 quarters	"	1 Cwt.
20 Cwt.	"	1 ton.

Comparison between Troy and Avoirdupois.

175 troy lbs.	make	144 avoir. lbs.
175 troy ounces	"	192 avoir. oz.
1 troy lb.	"	5760 grains
1 avoir. lb.	"	7000 grains
1 avoir. oz.	"	437½ grains
1 troy oz.	"	480 grains.

TROY WEIGHTS.

24 grains	make	1 penny wt.
20 penny wts.	"	1 ounce
12 ounces	"	1 pound.

The moneyers have a peculiar subdivision of the grain troy, thus:

24 blanks	make	1 periot
20 periots	"	1 droit
24 droits	"	1 mite
20 mites	"	1 grain.

DIAMOND WEIGHTS

Are carats, each carat being divided into 4 grains, or 64 parts. The ounce troy contains 150 such carats; therefore this carat is 3⅕ grains troy; hence 5 diamond grains are equal to 4 gold grains.

The other weights in use at this Presidency are the under-mentioned :—

Gold and Silver Weights.

6 chows......	make	...1 goonze	
$2\frac{1}{2}$ goonzes....	"	...1 vall=4.475 grs.	
40 valls	"	...1 tola	
24 tolas	"	...1 seer	

Silver is commonly sold from 96 to 100 single pice per tola; but computations in money are made by fuddeas, or double pice. The tola equals 179 grs.

The Bombay great weights are pice, seers, maunds, and candies, thus divided :—

				lbs.	oz.	dr.
30 pice, or 72 tanks,	make	1 seer.........avoirdupois		0	11	3.2
40 seers	"	1 maund		28	0	0
20 maunds	"	1 candy		560	0	0

Although the above represent the commonly received standard of gross weights at Bombay, yet there are a great number of commodities which are not governed by them, but sold by the Surat maund, which, notwithstanding it is said to contain only 40 seers, is sometimes 41, 42, 43, through all the intermediate gradations up to 46; nor is the candy uniformly confined to 20 maunds.

MEASURES.

Long Measure.

16 inches or tusso...	make...	1 haut or cubit
24 tussos............	"	...1 guz.=27 E.in.

The English yard of 36 inches is in common use.

N. B. Piece goods, and a few other articles, are sold by the corge of 20 pieces.

Salt Measure.

100 baskets...	make	...1 anna = $2\frac{1}{2}$ tons
16 annas	"	...1 rash = 40 tons.

Dry Measure.

2 tiprees....	make	...1 seer=11 oz. 3.2 dr.
4 seers......	"	...1 pily
7 pilys ...	"	...1 parah
8 parahs ...	"	...1 candy=$156\frac{3}{4}$lb.

These measures serve for wheat, and all kinds of grain, except rice or batty, which is sold by

Batty Measure.

2 tiprees.........	make	.........1 seer
$7\frac{1}{2}$ seers	"	.........1 adowley
20 adowlies......	"	.........1 parah*
$6\frac{1}{4}$ parahs.........	"	.........1 candy
25 parahs.........	"	.........1 moorah†
4 candies	"	.........1 moorah.

* Equal to 34lbs. 8 oz. 12 drs.

† Equal to 863lbs. 12 oz. 12 drs.

Liquid Measure.

This measure is used for spirits: one seer equals 60 Bombay rupees, and weighs 1lb. 8. $8\frac{1}{2}$ dr., and 50 seers make 1 maund.

Pearls have here, as at Madras, a real and a nominal weight :—

Real Weight.

4 annas	make	.........1 quarter
4 quarters	"	.........1 ruttee
$13\frac{3}{4}$ tuckas	"	.........1 ruttee
24 ruttees	"	.........1 tank.

The tank equals 72 grains troy.

Nominal Weight.

16 buddams......	make	.........1 docra
25 docras	"	.........1 quarter
4 quarters	"	.........1 chow

The nominal standard is 1 tank to 330 chow.

Rule for reducing the real to the nominal weight:—Multiply the square of the number of tanks by 330, and divide by the number of pearls; the quotient is the number of Bombay chow.

By the Cutcha weight are sold jaggery, sugar, tamarinds, turmeric, ginger, mustard, capsicum, betel-nut, assafœtida, garlic, spices, pepper, cardamums, sandal-wood, wool, silk, cotton, thread, ropes, honey, wax, lac, oil, ghee, &c. The two latter are frequently sold by measure.

ARTICLES PROCURABLE AT BOMBAY, WITH DIRECTIONS.

Alkali.—The Alkali brought to Europe, is chiefly of two sorts; one of which, Barilla, is brought as ballast instead of stones, generally loose, but sometimes in mat bags. Care should be taken that it is properly dunnaged, as it will diminish considerably if the water gets to it. It should be chosen dry and clean, of a greyish blue or slate colour, both within and without, and full of small holes, like sponge; if good, it will bubble much on being put into vinegar. Reject that which is of a blackish green colour, and of a disagreeable fetid smell. The other is an impure Carbonate of Soda, *(Sejji-mitti*, Hind. *Sorjica*, San.), resembling a sandy earth, sometimes in lumps, sometimes crumbled into powder. It is mostly brought, like the former, as ballast, or dead weight. The freight, when charged, is at the rate of 20 Cwt. to the ton.

Anacardium is the fruit of the Malacca bean-tree, *(Anacardium Orientale)*, growing in various parts of the East Indies; it is a kind of nut with a double shell, containing in the space between the outer and inner shell a fungous substance, filled with a dark-coloured viscous fluid, which is easily forced out upon cutting the nut, and squeezing it between the fingers. This juice rubbed on linen or cotton gives a reddish brown stain, and when rubbed with wet chunam, deepens to a full black, which is permanent: it is used in India for marking linen, and hence the nuts are called marking-nuts. They should be chosen large, plump, and fresh.

Anime is a resinous substance, which flows by incision from the trunk of a large tree, *(Hymenœa)*, growing in several parts of the East Indies, and in South America. It has a light pleasant smell, little or no taste; colour a fine pale yellow; in the best specimens it is quite clear and transparent; it readily breaks between the teeth, but on long chewing, softens and sticks together. Gum Anime should be chosen in large pieces, clear and transparent; it is much enhanced in value by having the dirty outside scraped off, which can be done at a small expence in India, compared with London: when laid on a red hot iron, it quickly melts, catches flame, and

burns away with a fragrant smell, leaving only a small quantity of light-coloured ashes. That which is small, dark-coloured, and opaque, should be rejected. Freight 16 Cwt. to the ton.

Arrack.—This spirit is manufactured at several places in the East Indies—Goa, Columbo, and Batavia. This is a branch of trade, of which the Dutch have almost deprived the Portuguese, the art of making it being transferred for the most part from Goa to Batavia. Goa arrack is both double and treble distilled; it is weaker than that of Batavia, but has a peculiar and agreeable flavour, which makes it preferred to the other sorts. The Columbo arrack is inferior.

There are various accounts of the materials used, and the mode of making arrack; and the disagreement of these accounts seems to arise from the general appellation of arrack being given in most parts of India to every kind of spirituous liquor. The natives call our gin, English arrack. It is certain that the flavour of the several kinds of arrack differs as much as those of brandy, rum, or any other spirituous liquors. The Goa arrack is invariably made from a vegetable juice called toddy, which flows by incision from the coco-nut tree: when a sufficient quantity of toddy is procured, it is left to ferment, which it soon does; when the fermentation is over, and the liquor or wash has become a little tart, it is put into the still, and suffered to work as long as that which comes over has any considerable taste of spirit. The spirit thus procured is the low wine of arrack, and so poor a liquor, that it will soon spoil if not distilled again, to separate some of its phlegm: it is therefore immediately poured back into the still, and rectified to that very weak kind of proof-spirit in which state we generally find it. The arrack we meet with, notwithstanding its being of a proof-test, according to the way of judging by the crown of bubbles, holds but a sixth, and sometimes but an eighth part of pure spirit; whereas our other spirits, when they shew that proof, are generally esteemed to hold one-half pure spirit.

Batavia arrack is obtained by distillation from rice and sugar; it is said that the Chinese junks import large quantities of samshew, a hot, fiery spirit from China, which is mixed with the arrack; but it is more probable that it is consumed by the numerous Chinese who reside in that settlement.

The following are the East India Company's Regulations for shipping Arrack, &c.—No arrack, or other spirits, are permitted to be shipped in India, or China, on any of the Company's ships returning to Europe, except such as shall be for the use of the ship's company on the voyage, or in the immediate privilege of the commander and officers.

Each cask or chest, shipped for the use of the ship's company, shall be

marked "Stores;" and each cask or chest, shipped on the private account of any of the officers, shall be marked with the name at length of the person to whom it belongs; and such casks or chests as shall not be so marked, shall be taken and deemed to be the property of the commander. In order to ascertain the sums to be charged, as hereafter mentioned, before the respective accounts shall be adjusted and passed the Court, the arrack and other spirits received into the warehouse, shall be the first private trade articles put up to sale by each ship.

Should those marked "Stores" be refused to be bought, or not sell for a sum equal to the King's and Company's duties, the difference shall be charged to the owners in their account of freight and demurrage.

Should those marked with the name of the respective officers of the ship, or those deemed to be the property of the commander, in the same manner, sell for less than the duties before specified, the difference shall be charged in their respective accounts of private trade; but should it so happen that an officer importing arrack or other spirits, has not a sufficient quantity of other goods to answer the deficiency arising as aforesaid, then in that case such officer shall not be employed again in the Company's service, until he has paid the amount of such deficiency into the Company's treasury.

The tonnage of arrack is calculated at 252 gallons per ton.

Arrangoes are large beads formed from the rough cornelian, of various shapes, barrel, bell, round: all are drilled. The barrel-shaped, cut from the best stones, are from two to three inches long, and should be chosen as clear as possible, whether red or white, having a good polish, and free from flaws; the bell-shaped are from one to two inches long, and inferior in every respect, being made from very inferior stones, and of little value. Considerable quantities were formerly imported; but in consequence of the abolition of the slave trade, the demand is now very trifling. 20 Cwt. of arrangoes are allowed to a ton.

Awl, or morinda, is a tree of a middling size, growing on the Coast of Malabar, and other parts of India, the root of which spreads, and strikes into the ground three or four feet; the trunk is used only for fuel. The roots, which are long and slender, are used as a dye in many parts of India; the colouring matter resides chiefly in the bark of the root. The small twigs which contain little wood, bear a higher price than the larger pieces; therefore the roots when dug up, are divided into three sorts, coarse, medium, and fine: the coarse sells for about a rupee per maund, the medium two or three, and the fine four rupees per maund. Indepen-

dent of the consumption of this dye in the province of Malabar, large quantities of it are exported to Guzerat, and the northern parts of Hindostan, to the value of several lacs of rupees per annum. It is seldom imported into Europe.

Betel Nut, so called, but properly Areca Nut, is the fruit of the Areca Palm, *(Palma arecifera)*, a fine slender upright tree, not above 6 inches in diameter at bottom, and upwards of 30 feet high. The leaves grow like those of the coco-nut tree, and the nuts are in clusters. The husk, which is yellow on the outside, and brown and fibrous within, covers a nut about the size of a nutmeg; shape somewhat conical: it is white, and marbled within with purplish veins, of a light brown externally, moderately astringent, and insipid to the taste. The nut is grown in various parts of India, Ceylon, the Malay Peninsula, Sumatra, and the Eastern Islands. That produced on the Coast of Malabar is of two sorts, boiled and raw: the former is the nut cut in slices, and boiled with a small quantity of Terra Japonica, then dried, when it is fit for sale; the other is the nut in the state we see it. When new and good, the nut will have a whitish skin on the broad end; but when old, the skin is easily rubbed off. Those which are worm-eaten and decayed, should be rejected.

The largest supply of Betel Nut is from the Coast of Pedir, which produces it in great abundance. These nuts are seldom imported into England, though they might be of use in some manufactures. In Coromandel and Malabar they are used in dying cotton goods. Betel Nut is an article of considerable trade from port to port in India; and a very large quantity is annually carried to China.

Cardamums are produced in several parts of India, but the best from the Malabar Coast are usually brought to England. They are the produce of the *Amomum Cardamomum*, *(Ilachi*, Hind. *Ela*, San.) a small plant, growing in some places without cultivation; in others they are propagated by cuttings from the roots; in the third year the plants come to perfection, bearing abundantly for a year or two, and then die. The capsules are gathered as they ripen, and when dried in the sun, are fit for sale.

The usual crops raised in Malabar are estimated at about 100 candies, which are distinguished by the places of their growth, and are esteemed as follow:—

I. Wynaad, which is said to produce	Candies 65
II. Tamaratchery	3
III. Cartinaad or Cadutinada	2
IV. Coorg	30

About 5 candies of an inferior quality are procured from Velater, which are sold at about half the price of the others. Many merchants, by looking at cardamums, can tell the country whence they came. Those from Wynaad, including those also of Cartinaad and Tamaratchery, contain many round, full white grains, or capsules. Those of Coorg have fewer black, or light ones. The Velater sort are long, dark coloured, and thin skinned. Cardamums are never garbled, except for the Europe market; they are exported chiefly to Bengal, Bombay, Surat, Cutch, and the different ports in Arabia. Cardamums should be chosen full, plump, and difficult to be broken, of a bright yellow colour, of a piercing smell, with an acrid, bitterish, though not very unpleasant taste, and particular care should be taken that they are properly dried. They are reckoned to keep best in a body; and are therefore packed in large chests well-jointed, pitched at the seams, and otherwise properly secured, as the least damp greatly reduces their value. Freight 12 Cwt. to the ton.

Greater Cardamums.—This kind is produced on Ceylon, Java, and in some other parts of the East. The pods are large and long, triangular, thick-skinned, and dark-coloured, some approaching nearly to black; the smell is less acrid, and the taste nauseous and disagreeable, not the least resembling that of the Malabar cardamums. These have occasionally been imported into England, but are not esteemed.

Chaya Root is a small root (of the *Oldenlandia Umbellata)* from 15 to 25 inches long, very slender, with few fibres, cultivated on the Coasts of Malabar and Coromandel, and other parts of India. It is used in dying red, purple, a deep clear brown, and to paint the red figures on Chintz. The woody part of the chaya root is white and tasteless; it is the bark only which is possessed of the colouring principle. When fresh, it is orange coloured, tinges the saliva yellow, and leaves a slight degree of acrimony on the point of the tongue for some hours after chewing. To appearance it loses its yellow colour in drying, but still retains the above property on being chewed. It impregnates cold water or spirits with a straw colour, and to boiling water it gives a brownish porter colour. The colouring powers of the root are said to be improved by keeping three or four years. When the wild sort can be obtained, it is preferred; and if to be had of two years' growth, it is reckoned still better. It is not esteemed by the English dyers.

Coco Nuts.—This commodity is an article of considerable trade, in various branches, in all parts of India—the kernel, the husk of the nut, of which coir is made; and the oil which is expressed from the kernel. It is the produce of the *Cocos Nucifera*, a palm common throughout India. It

begins bearing when seven or eight years old, and lives so long, that its period of duration cannot readily be ascertained. A good tree will yield from 50 to 100 nuts annually. The kernel is much used by the natives in different modes of dressing; when cut into pieces and dried, it is called copra.

Coir is manufactured from the husks of the coco-nut, composed of small strings and threads, which, being soaked some time in water, become soft. When beaten, the other substance falls away like saw-dust, leaving only the strings; these are afterwards spun into long yarns, and rolled into balls. The cordage thus manufactured is much esteemed in India, and preferred to that of Europe on some occasions, from its advantage of floating on the surface of the water.

Coculus Indicus, or Indian berry, grows in considerable clusters on the *Menispermum*, a large tree on the Malabar Coast. It is a small kidney-shaped berry, having a wrinkled outside, with a seam running along the back, of a dark brown colour. It has a white kernel inside, of a most unpleasant taste. It is said that the principal use of the berry in England is to mix with malt liquors, in order to make them intoxicating; but this practice is expressly forbidden by Act of Parliament, (See 13 Ann., st. 1, c. 2., § 32.) These berries should be chosen sound, dry and clean, heavy, large, and free from stalks and dirt. The small and broken should be rejected. Freight 16 Cwt. to the ton.

Conessi Bark is the bark of the *Nerium Antidysentericum*, a small tree growing on the Coast of Malabar and Ceylon. It is of a blackish colour on the outside, covered more or less with a white moss or scurf, and of an austere and bitter taste. The bark of the small young branches which has the least moss or scurf, is preferred. It is little known in the shops here, though much esteemed in some parts of India.

Cornelians.—These stones are brought from Cambay; they are found in roundish oval masses, somewhat like our common pebbles, from 1 to 3 inches in diameter; of a close compact texture, and when cut, of a bright glossy surface; their colours are red, white, yellow, and variegated.

The colour of the red cornelian varies from the palest flesh colour, to the deepest blood red: this sort is most in demand, great quantities being consumed in the manufacture of seals, and other trinkets. They should be chosen of a deep clear and even red colour, free from cracks, flaws, and veins, and the larger and thicker they are, the more they are esteemed; those which are muddy should be rejected. The white are scarce, and when large, thick, of an even colour, and free from flaws, are valuable. The yellow and variegated are but in little estimation, and should be rejected

Necklaces, ear-rings, and other trinkets are manufactured at Cambay from cornelians, and are an article of trade to Europe; they should be chosen of pure clear colours, well cut, and free from cracks and flaws.

Cornelian stones are sometimes imported in their rough state from Bombay. In chusing them, such as are chipped should be rejected, as those have been tried and refused by the stone-cutters at Cambay. Freight 20 Cwt. tó a ton.

Cotton Wool is the soft vegetable down which forms the covering or envelope of the seeds of the *Gossypium*, or cotton plant, which is the spontaneous production of three parts of the globe, Asia, Africa, and America. Considerable quantities are imported from Sûrat, Madras, and Bengal, and occasionally from the Islands of Bourbon and Mauritius.

The cotton from the different quarters of the globe varies considerably in colour and length, strength and fineness of fibre. White is in general considered of secondary quality. The cotton of the Levant is distinguished by its want of colour, and the chief part of that from North America is also white. Yellow, when not the effect of accidental wetting, or inclement season, is indicative of greater fineness. The cotton of the West Indies and of South America is called yellow, but inclines more to cream colour.

The East India cottons rank in the following order:—Bourbon, Surat, Bengal, Madras.

I. Bourbon is the most even and uniform in quality; it is of a long silky staple, very clean, and is the most valuable kind imported into England, except the Sea Island, Georgia.

II. Of the Surat cottons, the Ahmood is the best; the fibre is very fine, but not of long staple. The specimens upon which experiments have been made, fully prove, that if such cotton could always be imported, it would command a high price, and meet a ready market. The other places are Baroach, Bownaghur, Surat, Jambooser, Oclasur, Hansoote, &c. Great advantages would be acquired by freeing the cotton of every particle of foulness, as well as every mixture of tinged or inferior staple before it is packed up, leaving nothing to be made up into bales but the purest cotton; by which the value would be much increased in England, and the freight considerably reduced by the impurities left behind, which are besides not only a great injury to the sale and value of the cotton, but the picking alone, which costs 3d. per lb. in England, could be performed for 1d. in India.

It is impossible to be too attentive to the great object of shipping no cotton but what is perfectly clean; it should, in fact, be put into that

precise state in which it is placed by the women of India previous to its being spun into yarn. The coarse and middling qualities should be rejected.

III. The Bengal cotton imported is much like that of Surat, but of rather shorter staple, the superior kinds being reserved for the manufacture of muslins and other piece-goods.

IV. Of Madras cotton but little is imported; it is in general dirty, containing much seed, which reduces its value in England very considerably. Small quantities are occasionally met with raised from Bourbon seed, which it resembles in staple, but falls far short in cleanness and colour.

In the first edition of this Work, the author inserted a statement shewing the progressive increase in the importation of cotton into Great Britain, in order to furnish some idea of the prosperity of our cotton manufactures. That statement was brought down to the year 1802, in which year the total quantity imported from all parts of the world had reached 60,329,311 lbs. To shew the prodigious extension since then of this branch of our trade, the following statements are subjoined; whence it appears, that the quantity of raw cotton imported into Great Britain last year, was nearly treble the amount which Mr. Milburn deemed so large; and that upwards of one hundred and fifty millions of pounds weight were in that year spun and manufactured.

The following is the quantity of cotton wool imported into Great Britain from all parts of the world during three years, ending 1823.

Years.	U.S. of America *Packages.*	Braz. & Portugal *Packages.*	East Indies *Packages.*	West Indies *Packages.*	Total *Pounds Weight.*	Official Value £
1821	300,100	121,050	29,700	37,250	128,573,275	4,347,258
1822	330,000	143,200	19,300	40,650	139,797,735	4,731,252
1823	448,070	148,070	38,650	33,610	180,233,795	6,241,561

The quantity imported from the East in these years, is small compared with that of preceding. In 1817, the number of packages was 117,955; in 1818, 247,300; and in 1819, 178,300. But an excessive importation in those years glutted the market, and reduced the price of the commodity in this country below that which it bore at the place of its growth. The East India Company in consequence re-exported to China, in the year 1821, upwards of three millions of pounds weight.

The following is the quantity of cotton wool taken for spinning for three years, ending 1823.

Years.	*Pounds Weight.*
1821	128,527,725
1822	140,795,375
1823	150,225,795

Official value of cotton wool exported from Great Britain, either raw or manufactured, for three years, ending 1823.

Years.	Raw Cotton exported.	Yarn exported.	Manufactures exported.
	£	£	£
1821	1,062,302	1,898,695	21,639,493
1822	1,279,263	2,353,217	24,566,920
1823	707,312	2,425,419	24,117,549

Hence it appears that this single commodity enriches the country to the amount of twenty-one millions sterling annually, besides supplying the home market with manufactures.

Euphorbium is the concrete resinous juice of the *Euphorbia Antiquorum*, a prickly shrub, growing in Malabar and various parts of India. It is in tears of an irregular form, some of which are found, on being broken, to contain little thorns, twigs, &c.; others are hollow, without any thing in the cavity; the tears are of a bright light yellow, between straw and gold colour, on the outside, and white within; easy to break, having little smell, but the taste violently sharp and acrimonious. It is to be chosen dry, clean, and of a bright colour; its acrid taste is the great mark of its goodness, and ought to be such as to inflame the whole mouth, on holding a very small piece therein for a short space of time.

Fish Maws are an article of trade from various parts of India to China, where they are much esteemed as an article of luxury. In chusing them, care should be taken that they are properly cured, or they will be subject to decay, and not be worth the freight; the largest are to be preferred.

Folium Indicum, Tauzpaut, said to be the *Malabathrum* of the ancients, is the leaf of the *Laurus cassia*, (*Tejpat*, Hind.); it is large, of an oblong figure, smooth and glossy on the upper side, and less so on the lower. Its colour is a dusky green on one side, and a pale brown on the other. It is furnished with three ribs, running its whole length, very protuberant on the lower side; and it has two smaller ones near the edges. Its smell, when fresh, is aromatic and agreeable, somewhat resembling that of a mixture of cloves and cinnamon; taste rather acrid and bitterish, but very aromatic: when chewed, it renders the saliva slimy and glutinous. The more aromatic the flavour, the warmer the taste, and the fresher, the more it is esteemed. Freight, 8 Cwt. to the ton.

Hemp.—The Island of Salsette produces two sorts of this commodity; one resembles the Bengal Paut, the leaves and young fruit of which are used as food, and the fibrous part employed in several kinds of cordage. The

other resembles the Sunn of Bengal, and is much esteemed for its strength and durability, being preferable to that of Bengal for cotton ropes, where very great strength is necessary; it is the best substitute for hemp yet known; and could the cultivator be ensured a certain price, and a ready market for the commodity, very large quantities would be produced. It has been imported both by the East India Company and individuals; but the heavy freight it is subject to, has prevented its being a profitable remittance. The purer and cleaner it is when packed, the more it is esteemed. The tonnage is calculated at 50 cubical feet to a ton.

Lignum Colubrinum, snake wood, or snake root, is the woody part of the tree (*Strychnos*) which produces Nux Vomica. It is of a heavy close substance, covered with an iron coloured bark, of a yellow colour internally with whitish streaks. In rasping or scraping, this wood emits a faint, but not disagreeable smell; when chewed for some time, it discovers a very bitter taste. It should be chosen in ponderous sound pieces, about a foot and a half long, free from worms and dust.

Mangoes, the fruit of the *Mangifera Indica*, which, when fully ripe, is yellowish or reddish, replete with a fine agreeable juice, having a large stone; it cuts like an apple, but is more juicy. Mangoes are sent to Europe as a pickle, and are prepared in the following manner:—when nearly ripe, they are cut in two, the kernel taken out, and the vacant space filled with chillies, garlic, ginger, &c. after which they are put in vinegar, and sent as presents to Europe and elsewhere. They should be chosen of a bright yellow colour, firm and fleshy, free from fibres, and of an agreeable smell; and care should be taken to fill the cask full of pickle, or they will be apt to spoil on the voyage.

Mode of forwarding Mangoe Plants to Europe.—The readiest method of obtaining the plants in Europe is to set a quantity of the nuts in a tub of earth, and when the plants are grown a foot high, to ship them, placing a covering to protect them from the spray of the sea, being very careful not to water them too much on the passage. When the ship arrives in a cold climate, they should be screened from the cold.

Manna (*Shirkhist*, Hind. and Pers. *Terenjabin*, Arab.) is a gummy substance procured in Italy from a species of ash, *Fraxinus ornus*. The manna met with in India, which is never imported into England, is of a very inferior sort, mixed with leaves, sand, &c., and brought from Persia by way of Bussorah. It is supposed to be obtained from the *Hedysarum Alhagi.*

Nux Vomica is the produce of the *Strychnos Nux Vomica, (Cuchila,*

Hind. *Culaca*, San.) a middling sized tree, growing plentifully on the Malabar coast; the berry, or fruit, is about the size of an apple, covered with a hard shell, somewhat resembling the pomegranate, of a rich beautiful orange colour when ripe; filled with a pulp containing the seeds, or Nux Vomica; these are flat and round, about an inch broad, and of the thickness of a dollar, on both sides prominent in the middle, of a grey colour, covered with a woolly kind of matter, internally hard and tough like horn, having a taste considerably bitter, with very little smell. Chuse such as are large, clean, and new, free from dust and dirt, rejecting the decayed and worm-eaten. Freight, 15 Cwt. to the ton.

Pepper is the produce of a vine, the *Piper Nigrum* (*Mirch*, Hind. *Maricha*, San.) a hardy plant, growing readily from cuttings or layers, rising in several knotted stems, twining round any neighbouring support, and adhering by its fibres, which shoot from every joint at intervals of 6 to 10 inches; if suffered to run along the ground, these fibres would become roots, but then it would not bear, the prop being necessary for encouraging it to throw out its prolific shoots; it climbs to the height of 20 feet, but thrives best when restrained to 12 or 15; as in the former case, the lower part of the vine bears neither leaves nor fruit, whilst in the latter it produces both from within a foot of the ground; the stalk soon becomes ligneous, and in time acquires considerable thickness. The leaves are of a deep green and glossy surface, heart-shaped, pointed, not pungent to the taste, and have but little smell. The branches are short and brittle, not projecting above two feet from the stem, and separating readily at the joints; the blossom is small and white, the fruit round, green when young and full grown, and turning to a bright red when ripe, and in perfection. It grows abundantly from all the branches, in long small clusters of 20 to 50 berries, somewhat resembling bunches of currants. It is generally propagated by cuttings from the horizontal shoots that run along the ground. The plant begins to bear about the third year, is esteemed in its prime in the seventh, which state it maintains three or four years; it then gradually declines for about the same period, until it is no longer worth keeping: generally speaking, the pepper-plant produces two crops in a year, but the seasons are subject to great irregularities. As soon as any of the berries redden, the bunch is reckoned fit for gathering, the remainder being then generally full grown, although green; when gathered, they are spread on mats in the sun; in this situation they become black and shrivelled as we see them; as the pepper dries, it is hand-rubbed occasionally, to separate the grains from the stalks. That which has been gathered at the properest state of maturity, will shrivel

the least; but if plucked too soon, it will in a short time, by removal from place to place, become broken and dusty.

The pepper countries extend from about the longitude of 96° to that of 115° E., beyond which none is to be found; and they reach from 5° S. latitude to about 12° N., where it again ceases. Within these limits are Sumatra, Borneo, the Malay Peninsula, and certain countries lying on the E. Coast of the Gulph of Siam.

The whole produce of Sumatra is estimated at 168,000 peculs; the S. W. coast being said to produce 150,000 and the N. E. coast 18,000 peculs.The pepper ports on the N. E. coast are Lankat and Delli, with Sardang. The two first produce 15,000 peculs, and the latter 3000 annually. The cultivation is carried on by the Batta nation in the interior. The ports on the S. W. coast, and the amount of their produce, as given in a recent estimate, are as follow, *viz.*

Port and District of Trumah	40,000
District of Pulo Dua	4,000
——— of Cluat	30,000
Coast from Tampat Tuan to Susu	33,000
Port of Susu	1,000
Kualla Batta	20,000
Anabalu	2,000
Districts to the N. of Anabalu	20,000
Peculs	150,000

It is to be observed that the production of pepper fluctuates extremely, owing to the cultivators putting fresh districts under culture, when the price of pepper is high; but never planting fresh vines, or dressing the soil, but abandoning it when exhausted. Trumah, the most extensive pepper district, was a few years back unknown to European traders. The pepper trade on this coast is perfectly free, the natives selling their produce to the best bidder.

Penang, which produces about 15,000 peculs, (though much more formerly,) is the principal depôt for the pepper from the N. coast of Sumatra.

Of the islands at the mouth of the Straits of Malacca and Singapore, Bintang, on which Rhio is situated, and the adjacent islands, produce 10,000 peculs; and Lingga about 2000, most of which goes to the emporium of Singapore.

The W. coast of the Malay Peninsula produces only 4000 peculs in the territory of Malacca. The E. coast yields a considerable quantity. The ports of Patmi and Calantan, about 16,000 peculs, and Tringana about 8000.

The E. coast of the Gulph of Siam, from the latitude of 10½° to 12½° N.

affords not less than 60,000 peculs, 40,000 of which go at once to the capital of Siam as tribute, and the whole finds its way to China in junks.

The whole produce of Borneo is reckoned at about 20,000 peculs, of which about 7000 are now annually brought, in the native craft, to Singapore, and most of the remainder is carried to China.

The W. coast of the Peninsula of India is estimated at 30,000 peculs; adding this to the aforegoing estimates, we find the aggregate production of pepper throughout the East to be 338,000 peculs, or 45,066,666 lbs. The average price of pepper has lately been about 9 Spanish dollars the pecul, which gives the value of this commodity, 3,042,000 dollars.

The pepper of Malabar is esteemed the best; next, that of the E. coast of the Gulph of Siam; then follow those of Calantan, Borneo, the W. coast of Sumatra; and last of all, the pepper of Rhio; which, through the avidity of the cultivators and dealers, is plucked before it is ripe, and hence turns out light, hollow, and ill-coloured.

There are two denominations of pepper in commerce; black and white.

Black Pepper is of two sorts, light and heavy; the former in its original state having a number of bad grains, sticks, and dirt in it: this is carried to China, but should be rejected for the European markets. That which is well garbled and clean, having the stalks, bad grains, and other impurities taken out, is denominated heavy pepper, and is the sort usually brought to Europe. It should be chosen of a pungent smell, extremely hot and acrid to the taste, in large grains, firm, sound, and with few wrinkles, of which it will always have some. Reject that which is much shrivelled and small grained, or which, on being rubbed, will break to pieces.

White Pepper is also of two sorts, common and genuine: the former is made by blanching the grains of the common black pepper. For this process the best and soundest grains are selected, and steeped in water. In about a week the skin bursts, which is afterwards carefully separated by drying in the sun, rubbing between the hands, and winnowing. But little of this sort is prepared, the price in England fluctuating much, being frequently as low as the black pepper; but the white has this obvious recommendation, that it can be made of no other than the best and soundest grains, taken at the most perfect state of maturity. The genuine white pepper, as it is called, is composed of the blighted or imperfect grains picked in small quantities from the heaps of black pepper, and retains more of the qualities of the black than the manufactured sort does. The tonnage of pepper is computed at 16 Cwt. to the ton.

Piece Goods are manufactured of various dimensions and qualities at Baroach, Jumbaseer, Ahmedabad, and other places in Guzerat, and to the

northward of Bombay. They are usually denominated Surat piece-goods, and exported from thence and Bombay to Europe, the Arabian and Persian Gulphs, the Malay Coast, and various other parts of India: they are in general coarse coloured goods, prohihited for home consumption in Great Britain.

The demand for Surat piece-goods has much decreased in Europe, in consequence of the improved state of the British manufactures, which have materially interfered with them; and, from the abolition of the slave-trade, the demand for the African market is much reduced.

The following are the species imported into England from Bombay, with the number of pieces allowed to a ton.

Annabatchies	R	400	Long cloths, half pieces		320
Bombay stuffs	R	400	Lemmannees	R	800
Byrampauts		400	Musters		400
Bejutapauts	R	400	Nunsarees	R	400
Brawls		1200	Neganepauts		400
Betellees		400	Niccannees, large		600
Chelloes	R	400	Ditto, small		600
Chintz, of sorts	R	400	Salempores		400
Dooties	R	400	Stuffs, brown	R	400
Guinea Stuffs, 4½ yards each		1200	Tapseils, large		400
Long cloths, whole pieces		160	Ditto, small		600

N. B. When the letter R is set against pieces of 400 to a ton, it shews those goods are to be reduced, or brought to a standard of 16 yards long, and 1 broad; where it is against pieces of 800 to the ton, to 10 yards long, and 1 broad.

Example.—1000 pieces of 12 yards long, and 1⅛ broad, at 400 pieces to the ton, make 844 pieces, or 2 tons, 44 pieces; and 1000 pieces of 10½ yards by 1⅛, at 800 to a ton, are 1181 pieces, or 1 ton, 381 pieces.

Considerable quantities of coarse white piece-goods have been manufactured in the Travancore country, and shipped for England from Anjengo; they are blended with those of Surat.

Putchock.—Of this article, a fleshy root, considerable quantities are annually sent from the W. side of India to China, where it is used in their temples, having, when burnt, a pleasant and grateful smell. It is in general full of sticks and dirt.

Radix Lopeziana is a root produced on the Malabar Coast, and brought from Goa, in pieces about two inches thick, of which the woody part is lightish and white, the medullary part more dense and reddish. The bark is rough, wrinkled, brown, soft, and apparently woolly, covered with a paler cuticle; it has no striking smell or taste. When boiled in water, the liquor is of a yellow hue, almost insipid, impressing the tongue with a very

light bitterness. In diarrhœas this root is regarded as a medicine of great efficacy.

Sandal Wood, or *Yellow* Sanders, (*Zandal*, Arab.)—The tree which produces sandal wood, is called by Dr. Roxburgh, *Syrium Myrtifolium*, (*Chandan*, Hind. *Chandana*, San.) and grows on the Malabar Coast, the Island of Timor, and one or two islands in the eastern seas; but the Malabar is the best. The tree has something of the appearance of a large myrtle, with stiff branches; its leaves, which are about two inches long, and three quarters of an inch broad, are like those of the privet, smooth and shining; it bears a small red flower, and the berry is about the size of a pea, smooth, juicy, and black, when ripe. The common size of the tree at the root, when it is cut, is about nine inches in diameter, but sometimes considerably larger. When the trees are felled, the bark is taken off; they are then cut into billets, and buried in a dry place for two months, during which period the white ants will eat the outer wood without touching the heart, which is the sandal; it is then taken up and smoothed, and according to the size, sorted into three kinds. The deeper the colour, the higher is the perfume; and hence the merchants sometimes divide sandal into red, yellow, and white; but these are all different shades of the same colour, and do not arise from any difference in the species of the tree. The nearer the root, in general the higher is the perfume. The billet nearest the root is commonly called root-sandal, and is of a superior quality.

Sandal wood is sorted into three sizes. The first sort contains 65, the second sort 72, and the third sort 90 pieces to a candy: all pieces smaller than these, all rent and knotty pieces, whatever may be their size, together with cuttings, roots, and the like, are called Carippu, and form a fourth sort. The chips, which are removed in polishing the logs, form a fifth assortment. The three first only are sent to China. The Carippu is chiefly sent to Bengal and Muscat, and the chips to Cutch and Muscat.

The produce of the coast is said to be about 2000 candies per annum, sometimes more. The Company used to send about 800 candies to China; all the remainder was sent by private traders to Bengal, Bombay, Cutch, and Muscat. The Company's Resident makes the purchase from the merchants on the sea-coast for ready money. These have always on hand a considerable stock, as sandal rather improves by keeping.

In chusing sandal wood, the larger pieces should be selected, free from knots, rents, or cracks, of a close texture and fine grain; of a dark yellow colour, an extremely sweet smell, and the outer bark clean off. The smaller pieces, and such as are decayed, and have white wood about them, should be rejected. Particular care should be taken that a wood much resembling

sandal is not mixed with it, which, when cut, has neither scent nor colour; it is a species of citron wood, and being in large pieces, it more frequently happens that the larger logs are changed than the smaller ones; and you are liable to the same imposition in sending it from the ship to Canton, unless a very sharp look-out is kept in the boats.

The tonnage of sandal wood is generally computed by weight, allowing 20 Cwt. to a ton; but the measurement, even when piled up carefully, far exceeds the weight.

Oil of Sandal Wood is prepared from the chips and waste of the wood, and is sometimes to be procured of a very superior kind, nearly equal to the Turkey oil of roses, and very different from the common sort usually met with in India. The best is about the consistence of castor oil, of a lightish yellow colour, and of a high and fragrant smell; it sinks in water, readily dissolves in spirits of wine, and does not congeal except in cold weather. That which is thick, glutinous, and dark coloured, should be rejected.

Sesamum.—This plant is small and annual, and yields seeds, whence an oil is extracted in several parts of India, which will keep many years, and not acquire any rancid smell or taste, but in two years become quite mild; so that when the warm taste of the seed, which is in the oil when first drawn, is worn off, it is used for all the purposes of salad oil. It is in common use in China and Japan.

Shawls are manufactured in Cashmere, (which supplies the whole world, giving activity to 16,000 looms, and employing 50,000 men,) and from thence forwarded to Surat, Bengal, and other parts of India. The wool of which they are manufactured, is not produced in the country, but brought from Thibet, where it is an article of extensive traffic, regulated with great jealousy; it is originally of a dark grey colour, and is bleached in Cashmere. The yarn of this wool is stained with such colours as may be judged best suited for sale, and after being woven, the piece is once washed. The borders, which usually display a variety of figures and colours, are attached to the shawls after fabrication, but in so nice a manner, that the junction is not discernible. The texture of the shawl resembles that of the shalloon of Europe, to which it has probably communicated its name. The shawls usually consist of three sizes, two of which, the long and the small square, are in common use in India, and are the sorts usually imported into England; the other, long and very narrow, with a large mixture of black colour in them, are worn as a girdle by many of the Asiatics. They are generally sold in pairs, and the price varies according to the quality, it being considerably enhanced by the introduction of flower-work. For the English market,

those with coloured grounds and handsome rich borders and flowers, are most esteemed; the plain white shawls, being closely imitated in England, are seldom in demand. According to Mr. Strachey, not more than 80,000 shawls are made, on an average, at Cashmere, in one year.

Squills, *Scilla Maritima*, commonly called sea onions, are knotty, crumpled, bulbous roots, like the onion; they are large, conical, consisting of fleshy scales, thin at each edge, surrounded by others dry and shining. They should be chosen plump, sound, fresh, and full of juice, and care should be taken that they are free from worms; having the outward skin taken off, of a red colour, with but little smell, full of a bitter clammy juice, nauseous, acrid, and bitter, and if much handled, ulcerating the skin.

Turbith is the cortical part of the root of a species of *convolvolus*, in oblong pieces of a brown or ash colour on the outside, and whitish within. At first it makes an impression of sweetness on the taste; but when chewed for some time, betrays a nauseous acrimony. The best is ponderous, not wrinkled, easy to break, and discovers to the eye a large quantity of resinous matter. Freight, 16 Cwt. to a ton.

Zedoary, the root of the *Curcuma Zedoaria* (*Nirbisi*, Hind. and San.), is produced in Ceylon and Malabar, and brought in oblong pieces of a moderate thickness, and two or three inches long; or in roundish pieces about an inch in diameter, externally wrinkled, and of an ash colour, but internally of a brownish red; its smell is agreeable, and its taste aromatic and somewhat bitter; it impregnates water with its smell, a slight bitterness, a considerable warmth and pungency, and a yellowish brown colour. Chuse such roots as are heavy and free from worms, rejecting those which are decayed and broken. Freight 16 Cwt. to a ton.

SECTION XIV.

COAST OF CONCAN.

THE W. side of the Peninsula of India is generally called the Malabar Coast. This appellation belongs properly to the S. part, for the whole extent comprehends three provinces, *viz.* Concan, Canara, and Malabar. The Coast of Concan is the northernmost, extending to Cape Ramus.

BANCOOT.—Bancoot River, in latitude 17° 57′ N., and longitude 73° 9′ E., is about 12 miles E. of Bombay; it has 10 feet on the bar at low water, and on spring tides 21 feet. The channel is on the E. side of the entrance of the river; but being narrow, ought not to be approached without a pilot. The anchorage for large ships is in 5 fathoms abreast of the fort. Upon the S. side of the entrance of the river, and on a very high hill, stands Fort Victoria, commanded by a Resident.

Trade.—Bancoot was a port of great trade before it fell into the hands of Angria, but at present it is very insignificant.

Provisions and Refreshments.—Ships occasionally stop here to procure bullocks, which are far superior to those purchased at Bombay; and when homeward bound from Bombay, a supply of cattle and poultry may be secured by application to the Resident, and appointing some conspicuous signal, that the ship may be known on her appearance off the river, when the stores are immediately supplied. The general mode of payment for supplies is by draft on Bombay, payable at sight.

GHERIAH.—Gheriah Point and flagstaff are in latitude 16° 31′ N.; and the fort at the entrance of the harbour about a mile further to the N. The point which forms the S. side of the entrance, is high and bluff, and is in longitude 73° 25′ E. The flagstaff stands on a hill to the S. of the fort, and may be seen a considerable distance. The harbour is excellent, the vessels in it being land-locked, and sheltered from all winds. There is no bar at the entrance, the depths there being from 5 to 7 fathoms, and from 3 to 4 fathoms inside at low water.

The fort stands on a promontory of rocky land, about a mile long, and a quarter broad. Nearly a mile from the entrance of the harbour, which forms the mouth of a large river, the promontory projects to the S. W. on the right of the harbour, and on the sides contiguous to the water, is enclosed by a continued rock, about 50 feet high, on which the fortifications are built; these are a double wall with round towers, the inward wall rising several feet above the outward. The neck of land by which the promontory joins to the continent, is a narrow sand, beyond which, where the ground expands, is a large open town, or pettah. The river directing its course to the S. W., washes the N. side of the town, the neck of land, and the promontory. On the neck of land are docks, where grabs are built and repaired.

MELUNDY, or MALWAN.—This island, in latitude 16° 3′ N., is the principal place of the pirates on this coast, and is strongly fortified. None but the Rajah fits out vessels, which are of three kinds, gallivats, shebars, and grabs: the first have in general two masts, are decked fore and

aft, have square topsails and top-gallant sails, and are rigged mostly after the European fashion. The shebar is also of two masts, the after-mast and bowsprit very short; they have no topmasts and very little rigging, and are not decked; their largest sail is extended on a yard of very great length, running up to a point, many feet higher than the mast; they sail well, and are fine vessels in fair weather and smooth water; many of them are of more than 150 tons burthen. The grab is distinguished from other vessels by having, instead of bows, a projecting prow; they are decked, and have either two or three masts, and are rigged in the European manner. Each of the Rajah's vessels, of all of these descriptions, carries eight or ten small carriage guns, and about 100 men. Their general rendezvous is Pigeon Island. On leaving port, each pirate-lascar receives two rupees, the serang eight, and on their return they get corn, according to their success, and 3 or 4 rupees, and more, corresponding with their rank and good fortune. Their cruise seldom exceeds fifteen days. All prizes are the property of the Rajah, who is at the sole expence of the outfit. The vessels taken are seldom retained, unless peculiarly adapted to the service; the cargo becomes the Rajah's property, and the vessel is released.

They sail without any written commission, and with instructions, it is understood, to take all vessels that they can master, except those having English colours and passes. Sometimes, however, they are regardless of the English protection, which they thus contrive to evade. One pirate-boat boards the intended prey, and demands her pass; and while some person pretends to read it, others pick a quarrel with some of the crew, and commence a scuffle, in which the pass is removed or destroyed; however, they take but little, perhaps nothing, and depart. Soon after another pirate boards her, and finding no pass, pretends that the reasons offered for its absence, are lies, and takes all. In these cases complaint is of course made by the plundered owner to the Bombay Government, and restitution is demanded, and generally made without much demur.

Between Melundy and the entrance to Goa River are the forts of Newtee, Raree, Chiracole, and Chapra; the two latter belong to the Portuguese, but seldom shew their colours to ships passing.

GOA is the capital of the Portuguese possessions in the East Indies, the seat of the Viceroy, the see of an Archbishop, who is primate of the East, and the supreme court of judicature for all the Portuguese in Asia, and to which all others are subordinate. Algoada Point, in latitude 15° 29′ N., and longitude 73° 53′ E., forms the N. extremity of Goa Bay; it has a lighthouse and small fort on it, but the principal fort is situated close to the sea, on the S. E. side of the headland, where there is a well of excellent water,

from which the shipping is supplied. Nostra Senhora de la Cabo, a large monastery, of a white appearance, is situated on the summit of the bluff point of land, about 2½ miles S. E. of Algoada, which forms the S. side of the bay. The common anchorage is abreast Algoada Fort, the flagstaff bearing about N., at half a mile distance from the shore.

The bar at the entrance of the river is about two miles to the E. of Algoada Point, having 16 or 18 feet on it at high water spring tides; but the bottom about it being hard and rocky, and the channel winding and intricate, a ship ought not to enter the river without a pilot. After the early part of May, it is considered unsafe to remain at the anchorage in the road; the Portuguese then send their large ships that cannot go into the river, to Marmagon roads, 4 or 5 miles to the S. of Algoada Fort, where they are sheltered from the S. W. monsoon, by mooring close under the N. E. side of that peninsula.

The city of Goa is situated on the N. side of an island about twelve miles long and six broad, seven miles from the entrance of the river. The city is large, the streets straight, the houses regularly built of stone, many of them magnificent, but uninhabited.

As a sunk rock off Goa, on which a vessel struck in February 1823, is not in the Charts, it will be desirable to transcribe the particulars from the log-book.—Standing to the N. in soundings, 6 fathoms and ¼ less 6, at 7. 30 P. M., the ship struck upon a rock, soundings from 6 to 5½ and 6 fathoms, soft mud. When the ship struck, Algoada Point bore N. ¾ W. Cabo Point E. by N. ½ N.

Trade.—The trade carried on by the Portuguese is very trifling, compared with what it formerly was. There are seldom more than three ships sent from Portugal to India in the year, and these generally proceed to the British settlements, to complete their cargoes for Europe.

The trade from Goa to China consists of one or two ships in the year, which are called China ships; these sail in November and December to Surat and ports to the N., carrying China and European goods, and, returning with cotton and other articles, call at Goa, to complete their cargoes for China, and depart in March or April. The earliest of these ships returns in October or November to the Coast of Malabar; the latest arrives generally in January. They commence their trade at the most S. settlement, which is Anjengo, from thence to Cochin, Calicut, Tellicherry, and Mangalore, and then to Goa. At all the above places they take pepper, cardamums, cassia lignea, and other articles, which they resell at their N. settlements, completing their whole voyage within the year.

The coasting trade is considerable, which is carried on with the

different ports on the coast in small vessels, from whence they return to Goa with produce, which forms the home cargoes of their ships.

PROVISIONS AND REFRESHMENTS.—Ships are supplied with water from the well near Algoada Fort. Poultry and vegetables may at times be procured, and fine mangoes and other fruits in May. Fish is abundant in the river, and many sorts are excellent.

COINS.—Accounts are kept in pardos, tangas, vintins, and budgerooks, but there are good and bad of each kind; 1 pardo is worth 4 good or 5 bad tangas; 16 good vintins, or 20 bad; 300 good budgerooks, or 360 bad: the pardo is also divided into 240 good or 303 bad reas.

The current coins are, the St. Thomé, a gold piece of nearly the weight of a ducat, which passes for 11 good tangas; it weighs 53½ grains troy, and is of the purity of 18 carats, and worth about 6s. 8d. sterling.

The silver coin is the pardo, which is of two sorts: the pardo xeraphin passes current for 5 good tangas each, about 7½d. sterling; and the common pardo for 4 tangas; the former has on one side a figure of St. Sebastian, and on the other a sheaf of arrows.

The budgerook is made of tin, having on one side a globe, and on the other, two arrows crossed.

Spanish dollars, Venetians, rupees, and all other foreign coins pass current here; but the price fluctuates according to the quantity in the market.

WEIGHTS.—The quintal of 4 arobas, or 129½ lbs. is in common use; but they have the Indian candy, thus divided:—

	lbs.	oz.	drs.
1 Rattle is equal to avoirdupois...	1	0	8
24 Rattles make 1 Maund	24	12	0
20 Maunds make 1 Candy.........	495	0	0

MEASURES.—Corn and rice are sold by the candy of 20 maunds, equal to 14 English bushels, nearly. The maund is divided into 24 medida. A bahar is 3½ Portuguese quintals.

The long measures are the Portugal vara and covado; the former 1⅕ English yard; the latter 26⅔ inches.

VIZIADROOG, a town or village situated on a piece of table land, covered with trees, to the S. of a narrow nook of sand in the bay of Viziadroog. This is nearly 2 miles broad and 1¾ deep, has regular soundings over a muddy bottom, of 8¼ to 5 fathoms near the shore; it is safe, except just off the S. point, and affords a shelter against a N. W. wind. The river is about half a mile broad, without bar, and said to be navigable

25 miles for vessels of 150 or 200 tons; it is perfectly sheltered from all winds, and vessels of from 6 to 700 tons may anchor in any part, and lay within 150 or 200 feet of the bank. Here they may load, unload, or dock, with equal ease and safety, as at Bombay.

Provisions and Refreshments.—There is plenty of good fresh water, fire-wood, and fish, to be obtained here.

ZYGHUR BAY is formed by Boira Point to the N., and Pagoda Point, in latitude 17° 16′ N., longitude 73° 17′ E., to the S., distant from each other nearly 5 miles, and is about 2½ miles deep: soundings from 7½ to 6 fathoms in the middle, to 3 fathoms close in shore; the bottom fine sand and mud. It is safe, except off the N. point. Several large villages are in the bay. The river, about ¾ of a mile broad, is navigable for several miles, and is equally large and safe, as that of Viziadroog.

Provisions and Refreshments.—There is plenty of good water in the upper fort, and in villages close by; but in the lower fort, and near the usual landing-place, it is brackish.

SECTION XV.

COAST OF CANARA.

THIS coast extends from Cape Ramus to Mount Dilla.

CARWAR.—Carwar Head, which forms the N. extreme of the bay, is in latitude 14° 47′ N., and longitude 74° 16′ E. The bay is about two miles deep; at the bottom there is a river, with the fort of Carwar or Sudasagur, on the N. side of the entrance: the river is capable of receiving vessels of 300 tons. Carwar stood about three miles above the fort, on the opposite bank of the river. It was formerly a place of considerable trade; but during the reigns of Hyder and Tippoo, it fell to decay, and at present is of little note.

Provisions and Refreshments.—On this part of the coast there are plenty of good bullocks; but they are forbidden to be killed, on account of the religious prejudices of the natives. Poultry may be procured, and

the bay abounds with various sorts of excellent fish. Wild peacocks are in plenty in the neighbouring woods.

Coins.—Accounts are kept in pagodas, fanams, and pice; by the Country merchants, in fanams of 24 budgerooks.

6 Pice, or 36 Budgerooks,	are equal to	1	Settle, or Jettal.
48 Settles, or 36 Fanams	"	1	Pagoda.

A Carwar pagoda is reckoned equal to $3\frac{3}{5}$ Surat rupees; 18 Anjengo fanams; $1\frac{1}{8}$ star pagoda; or 14 fanams, $4\frac{4}{5}$ vis, of Calicut.

The Darwar pagoda, being coined in the province, is most esteemed by the natives; but the Ikeri pagodas are worth more, being of the same fineness, but differing in form and weight: $40\frac{1}{2}$ Ikeri are equal to $42\frac{1}{2}$ Darwar pagodas.

The Darwar Pagoda passes	for $3\frac{5}{8}$ Rupees.
The Venetian..................	for 56 to 57 Settles, or 42 to $42\frac{1}{2}$ Fanams.
The Gubber	for 53 to 54 Settles.

One hundred ounces of silver give 79 pagodas and 34 settles, equal to $286\frac{1}{16}$ Surat rupees; or 89 pagodas, 30 fanams, $18\frac{1}{8}$ cash, Madras old currency. Spanish dollars pass current.

Weights.—The candy is about 514 lbs. 14 oz. avoirdupois, though commonly reckoned at 520 lbs.

25 Pice are equal to	...1	Seer = 8 oz. 19 dwts. troy.
42 Seers.... "	...1	Maund.
20 Maunds "	...1	Candy.

Measures.—The covid is equal to 18 inches.

ANJE-DIVA.—This island is in latitude 14° 44′ N., about two miles from the shore, to the S. of Carwar Head. It is about a mile in length, and possessed by the Portuguese. It appears on the outside barren and rocky, but on the side next the land it is pleasant. Here are a small town and castle, and a few gardens; it is chiefly used to transport felons to from Goa and the island of Diu. They are taught to spin cotton thread and yarn, and to weave stockings, which are the best made in this part of India, and very cheap.

In case of necessity, a ship may find shelter from the S. W. monsoon under this island.

MERJEE.—This river is in latitude 14° 30′ N., and longitude 74° 31′ E., about 18 miles S. E. from Anje-diva. The entrance is between two bluff points, one to the N., the other to the S., which is the highest, and

defended by a redoubt, near which is a cluster of fine green trees, that makes it very remarkable. Just within the S. point, on the side of a hill, stands a small square fort built of brown stone, and near it the village. Merjee River is recommended for ships wooding and watering, it being very expensive and tedious at most other places on the coast. Upon the N. side of the river, on the hill, you may cut good fire-wood, and rice may be procured in any quantity. Fresh water is to be had also in great plenty, extremely soft and good, and with the greatest ease, as you do not go into the river; the watering place is a very fine sandy cove, just within the N. point of the westernmost part of the bay, where your boats may land, and you can roll your casks upon the sand to a low stone wall about a foot high, over which you may dip your buckets into the pool of fresh water, and a large fleet may water in two or three days. The most convenient situation to anchor is about a mile from the N. bluff, having Fortified Island, near Onore, in one with the S. extreme of the land bearing S. S. E. The river in no place has less than 4½ fathoms at half-ebb; on the bar there are 3 fathoms, and within it 7 fathoms, till near the town, so that if there was occasion, a ship might enter the river; but it would be necessary to send a boat first to sound the bar.

Weights and Measures.—The candy at Merjee is equal to 540 lbs. avoirdupois; 42 bales or robins of rice are a corge.

FORTIFIED ISLAND.—This island is in latitude 14° 19′ N., about two miles from Onore; it derives its name from being fortified all round with a stone wall. The landing place is at the S. end, where there is a fort with eight guns mounted. The island is about six miles in circumference, and about one in the nearest part from the main land; between is a channel for large boats.

A small trade is carried on with this island for a kind of reddle, which is used by the natives for painting their houses; here is abundance of good fresh water.

ONORE, or HONAWERA, is situated in latitude 14° 18′ N., on the N. side of a salt-water river. Near its entrance is a shoal, on which are only nine feet at low water; within it has sufficient depth to receive vessels drawing 16 or 18 feet; the best channel is at the S. part of the entrance of the river It is navigable a considerable way inland. A ship may anchor in the roads, with Onore flagstaff E. N. E., and Fortified Island N. by W., about a mile from the shore. Fresh water is rather scarce here.

Trade is now inconsiderable, the chief export being rice, with a little pepper, betel, and coco-nuts.

Coins.—The common currency here consists of Ikeri, Sultany, and

Bahadre pagodas; Surat and Madras rupees, which are considered of equal value; fanams, a small silver coin; and dubs, a copper coin.

10 Dubs	equal to	1 Fanam.
5½ Fanams	"	1 Rupee.
4 Rupees	"	1 Pagoda.

WEIGHTS.—The Seer weight is the same as at Mangalore; it ought to weigh 24 Bombay rupees: but these being scarce, in their stead dubs are commonly used, and are somewhat heavier. The number of seers contained in the Maund, varies according to goods sold, viz.

Common articles in the Bazar are	40 Seers or	avoir. lbs. 24.55
Pepper	42	26.91
Betel Nut	45½	27.92
Dry Coco-nut Kernels	48	29.46
Jaggery	44	26.82

MEASURES.—There are two kinds of grain measures in use, one for the farmers, and one for the merchants; the basis of the former is the hany, containing 87¾ cubical inches.

16 Hanies	make	1 Colaga, which is equivalent to	Bushels 0.816
20 Colagas	"	1 Moray, or Mudy, for common use	1.632
22½ Colagas	"	1 Moray for sale	1.813
15 Colagas	"	1 Moray for seed	1.224

The basis of the measure by which the merchants deal, is the Sida, of 32½ cubical inches.

6 Sidas	make	1 Colaga	Bushels 0.907
20 Colagas	"	1 Moray	1.814
30 Morays	"	1 Corge	54.419

The bazar moray, and that of the farmers for sale, ought to be the same, but they differ a little.

BARCELORE is about 14 leagues to the S. of Onore. The peak is in latitude 13° 50′ N., longitude 74° 58′ E. The town stands on the banks of a broad river, about 4 miles from the sea. The river has a bar, on which are 13 feet water at spring-tides.

TRADE.—A considerable trade is carried on with the Muscat Arabs, their vessels bringing horses, dates, kismisses, &c. taking in return, rice, pepper, and a few other articles.

MANGALORE.—This town, which is extensive, is situated near the mouth of a considerable river, in latitude 12° 50′ N., and longitude 75° 7′ E.; it is navigable only by small vessels, there being but 10 or 11 feet water on

the bar. The anchorage for large ships is abreast the fort and river, with the flagstaff about E. by N., distance from the town 2 or $2\frac{1}{2}$ miles. The castle is large and strongly fortified, and so situated as to command and protect the town and entrance of the river.

Trade.—The chief imports are cotton cloths from Surat, Cutch, and Madras; salt from Bombay and Goa; raw silk from China and Bengal; a species of madder from Muscat; sugar from Bengal and China; and oil and ghee from Surat and Cutch. Of exports, rice is the grand article; it is sent to Muscat, Bombay, Goa, and Malabar. Betel-nut is the next, which is sent to Bombay, Surat, and Cutch. Pepper is the third great article. They export also, sandal, cassia, and turmeric. There are many respectable merchants, chiefly Persees, from Surat, Bombay, and to the northward, who have settled here since the Company have acquired the country.

Coins.—The following are the coins in common currency here, and their value in rupees, viz.

Ikeri or Swamy Pagoda	4	Rupees.	Madras or Star Pagoda	$3\frac{1}{2}$	Rupees.
Bahadry or Hyder's Pagoda	4	Ditto.	Porto Novo Ditto	3	Ditto.
Sultany or Tippoo's Ditto	4	Ditto.	Canter Raya or Ikeri Fanam	$\frac{1}{5}$	Ditto.
Kristna or Mysore Ditto	4	Ditto.	Virraya Fanam	$\frac{1}{4}$	Ditto.

Of silver coins, the Surat and Madras rupees are considered of equal value, and pass for $5\frac{1}{2}$ silver fanams, the same as are current in Malabar; in the bazar they exchange for 10 dudus or dubs, but in revenue are taken for 14 dubs each.

Of copper coins, the Bombay pice coined in England, and Tippoo's dubs, are current here; these with their fractions, $\frac{1}{2}$, $\frac{1}{3}$, and $\frac{1}{4}$, are the only small coins in use. Cowries are not in circulation.

In payment for goods or debts, every person must receive these coins at the above rate of exchange. The money changers give silver for gold at the regulated price; but they take a small batta, or exchange, when they give gold for silver. They also give copper for silver at the regulated price, but demand $10\frac{1}{2}$ dubs for the silver fanam.

Accounts are commonly kept in Sultany pagodas, rupees, and annas; others are kept in pagodas, a nominal fanam or huna of 10 to a pagoda, and annas or 16 parts of these fanams.

Weights.—The seer, or sida, used for weighing, contains 4297 grains, which is rather more than 24 Bombay rupees. The seer is divided into halves, quarters, eighths, and sixteenths. The number of seers in the maund varies according to the goods to be disposed of.

The maund, by which goods are sold in the market, is 46 seers, or 28.14 lbs.—The maund by which the merchants purchase, and by which the Company buy and sell, weighs 16 rupees more, or 28.55 lbs.—Jaggery is bought and sold by the maund of 40 seers, or 24.47 lbs.

The candy, or baru, contains 20 maunds, and varies accordingly, from 571 lbs. to $589\frac{1}{2}$ lbs.

Measures.—The seer in the bazar is formed by mixing equal quantities of salt, and of the nine most common grains, and then by taking of the mixture 84 Bombay rupees weight; this fills the seer measure, and is about 73.683 cubical inches. The moray, or mudi, contains 38 seers, or about $1\frac{3}{10}$ bushel English.

The grain measure, by which the farmers sell their crops, is thus formed:—64.125 cubical inches make 1 hany, 14 hanies make 1 cullishigay, 3 cullishigays make 1 mudi, or moray, which is about 1.2525 bushel.

Grain, salt, and sometimes pepper, are sold by measure; of this last, a pucka seer, or 73.683 cubical inches, is reckoned to weigh $51\frac{1}{2}$ Bombay rupees, or 21 oz. avoirdupois. The corge of 42 robins for rice is 49 morays.

SECTION XVI.

COAST OF MALABAR.

THIS coast is said to commence about eight leagues to the S. of Mangalore, at a place called Declah, where there is a white wall in ruins visible from the offing. From thence it extends to Cape Comorin; but Mount Dilla, a conspicuous headland, in latitude 11° 59′ N., and longitude 75° 31′ E., is considered by navigators as the limit between the Coasts of Canara and Malabar. This is the narrowest part of the channel between the main and the Laccadives, the distance being 27 leagues.

BILLIAPATAM is on the banks of a river, about six miles to the E. of Mount Dilla. The river extends a considerable distance inland, but is only navigable by small vessels, it having a bar with from one to two

fathoms, abreast of which ships may anchor in three to five fathoms, about two miles off shore.

CANANORE is at the bottom of a small bay, one of the best on the coast. The town contains many good houses belonging to the Mussulman merchants; the remainder are chiefly huts. The fort, which is strong, is situated on a kind of peninsula, which forms the bay, and is in latitude 11° 51′ N., and longitude 75° 25′ E. Ships may anchor abreast the fort, in from 4½ to 5 fathoms.

Trade.—The Chief of Cananore, to whom most of the Laccadives belong, has several vessels trading to Arabia, Bengal, Surat, &c. The European articles imported are chiefly for the consumption of the Company's servants stationed here.

Provisions and Refreshments.—Indifferent bullocks and poultry are to be had; watering is difficult and expensive, and fire-wood scarce.

Coins.—All Indian money passes here.

Weights and Measures are the same as at Tellicherry.

LACCADIVE ISLANDS, an archipelago of low islands, opposite the Coast of Malabar, extending from latitude 10° to about 12° N., a large channel separating them from the coast. There are 19 principal islands, mostly surrounded with coral reefs and steep rocks; but their positions are not well determined, nor their description well authenticated. An *American* navigator states, that in 1818 he traversed them, and that they are in general safe to approach, and well inhabited, the natives not shy, but inoffensive. He recommends the Island Kau Rattea, in latitude 10° 34′ N., longitude 72° 56′ E., as furnishing abundance of poultry, eggs, coco-nuts, and very fine water. "The ship may lie off and on within a mile of the landing-place. The natives will bring off poultry and coco-nuts at a reasonable rate. If you want water, you must land, and make a bargain with the Chief, who understands the use of money. You then send your boat with the empty casks, and the natives fill them. The boat harbour is inside the reef; the entrance near the N. end of the island, a fine sandy beach, and the water perfectly smooth."—He adds, that the old Charts are extremely erroneous, which is perhaps the only part of the account that can be implicitly depended upon.

MINICOY, or MALACOY, is the southernmost of the islands, in latitude 8° 17′ N., and longitude 73° 18′ E. It is about 6½ miles long, and half a mile broad, extending in the form of a crescent to the N. W., having a coral reef across it, the channel through which is very intricate and narrow, having only two fathoms water. The town is situated within this reef; the inhabitants are very civil. A trade is carried on from hence to

Cananore, in coir and coco-nuts, and at this island is caught the fish called commelmutch, so much esteemed in Malabar.

UNDEROOT is about $3\frac{1}{2}$ miles long from E. to W., and $1\frac{1}{4}$ broad; it is in latitude 10° 48′ N., and longitude 74° E., well planted with coco-nut trees; the town is on the N. side of the island, and consists of a few houses scattered along the sea-side. Turtle may be taken here. The water is tolerably good, and the inhabitants are poor and inoffensive. This island is the nearest of the group to the Malabar Coast, and is about 38 leagues distant from Mount Dilla.

The inhabitants of the greater part of these islands are Moplas, and very poor; they subsist chiefly on coco-nuts and fish, having no grain; their boats are made of coco-nut stems, and their houses are entirely constructed of that tree. The principal export is coir, and that which is made here, is esteemed the best in India; it has always been used by the Arabs, and our ships in the Indian Ocean generally prefer it to hempen cordage for running rigging. Ambergris is occasionally to be met with among these islands.

TELLICHERRY, the principal English settlement on the Coast of Malabar, is in latitude 11° 44′ N., and longitude 75° 32′ E., and about ten miles to the S. of Cananore. In fine weather, ships anchor in the roads in five fathoms, the flagstaff bearing N. E. by N. off the town $1\frac{1}{2}$ to 2 miles; but when there is a chance of unsettled weather, they should anchor well out in 7 or 8 fathoms. There is a ledge of black rocks facing the fort, where small vessels have been known to lie during the S. W. monsoon.

Tellicherry Fort is of considerable size, with strong walls, though rather ruinous, having convenient houses for the Chief and gentlemen of the factory; that of the Chief is a large and handsome building. About a mile to the S. is a small fort called Mile End, and at a short distance to the N. of Tellicherry is a blockhouse. There are two towns, one bordering on the sea-coast, the other in the wood: the principal inhabitants of the former are Portuguese; those of the latter natives. Between the town and the fort is an extensive and open place; on one side is a pleasant garden belonging to the Chief, who has likewise a small one adjoining his house. There is an excellent ride through the wood, much frequented by the European residents.

Trade.—A considerable inland and foreign trade is carried on here. Most of the ships from China bound to Bombay and Goa, touch here, and dispose of part of their cargoes, which is mostly resold to the inhabitants of the interior, who make their returns in the produce of the country, such as ginger, pepper, coco-nuts, coir, and cotton cloth, which is very good and

cheap; they have a particular kind of towels, esteemed the best in India. Here are several Portuguese merchants; likewise a few Persees. Many of the natives are men of considerable property.

Duties.—The customs are farmed by a Persee merchant resident at Tellicherry, and vary according to the articles bought and sold; it is therefore best to make your agreement to be exempt from all duties, which may readily be done with the merchants.

Provisions and Refreshments.—Bullocks and water are supplied by the Master Attendant. Rice and paddy are very dear; gram is to be had; poultry is indifferent; yams and other vegetables scarce and dear.

It is difficult to procure plank or mats for dunnaging the hold, and stowing the pepper here; they should therefore be brought from Bombay, or sent for to Cochin.

Coins.—The coins current here are pagodas, rupees, fanams, pice, and tars.—There are two kinds of fanams; the one is a small gold coin, with a considerable alloy of silver and copper; the other a silver coin; the pice and tar are copper, coined in England.

2 Tars.........	equal to	.........1 Pice = 80 Reas.
10 Pice.........	"	.... 1 Fanam.
5 Fanams	"	.........1 Bombay Rupee.

The following are the rates at which gold coins commonly pass current at Tellicherry:—

Porto Novo Pagodas.........$3\frac{1}{4}$ Rupees.	Venetians, 5 Rupees each; but if paid, 520 Rupees per 100 Venetians.
Star Pagodas..................$3\frac{1}{2}$ Ditto.	Surat Gold Mohurs...15 Rupees each.
Sultany Ditto ....$4\frac{1}{8}$ Ditto.	Bombay Ditto..........16 Ditto
But to pay for Goods, 430 Rupees per 100 Pagodas.	

In selling goods, all bargains should be made for Bombay Rupees, or you will lose considerably by the coins you are obliged to take here, more particularly the Venetians, which seldom fetch more than four rupees each at Bombay; and upon pagodas the loss is from a quarter to half a rupee each.

Accounts are kept in rupees, quarters, and reas, the same as at Bombay.

Weights.—The commercial weights are pollams, maunds, and candies, thus divided:—20 pollams make 1 maund, and 20 maunds 1 candy, which is reckoned equal to 600 lbs. avoirdupois; but the maund does not exceed $28\frac{1}{2}$ lbs., which makes the candy only 570 lbs.

Measures.—The long measures are the covid and the guz; the former 18 inches, and the latter $28\frac{4}{5}$ inches.

MAHE is about 5 miles to the S. of Tellicherry, on the banks of a small river, in latitude 11° 41′ N.; the river has a bar, but is navigable by boats for a considerable way inland.

CALICUT is in latitude 11° 15′ N., and longitude 75° 49′ E. The town is close to the shore, making a handsome appearance from the sea, but is far from being so in reality. The streets are narrow and dirty, nor are there any handsome buildings. It is well peopled, and has a considerable trade with the inhabitants of the N. coast. A short distance to the N. of Calicut is a river, navigable by boats for more than 100 miles.

Large ships anchor in 5 or 6 fathoms, with the flagstaff bearing E. by N., off the shore two or three miles.

Trade.—Vessels from the Red Sea, Arabia, and the northern ports, frequent this place for timber and plank, bringing with them the commodities of their respective countries. Very little European merchandise is sold.

Some piece-goods are manufactured in the neighbourhood, similar to the Madras long cloth; they are of six calls fineness, that is to say, contain in the warp 744 threads, and the pieces are 72 covids long, by $2\frac{1}{4}$ in width. Very few are made of a superior kind. They are sometimes bleached, and sent to Europe.

Duties on exports are rated *ad valorem;* it is therefore advisable, in making bargains at Calicut, to agree at a certain price deliverable on board.

Coins.—The principal coins in circulation are tars, fanams, and rupees; but accounts are kept in rupees, quarters, and reas, as at Bombay:—

16	Tars, or Vis......	equal to	1 Fanam
5	Fanams	"	1 Rupee
$3\frac{1}{2}$	Rupees	"	1 Star Pagoda
$3\frac{1}{4}$	Ditto...............	"	1 Porto Novo Pagoda
16	Ditto...............	"	1 Bombay Gold Mohur.

The Spanish dollar, full weight, is accounted $2\frac{1}{4}$ rupees, but passes in the bazar only from 10 fanams 4 tars, to $10\frac{1}{2}$ fanams.

The fanam is a small gold coin, with a considerable alloy of silver and copper; and the tar is a small silver coin.

The Calicut fanams have been found, by assays made at Bombay, to contain $52\frac{1}{2}$ parts gold, 29 silver, and $17\frac{1}{2}$ copper. They are worth 6d. sterling.

Weights.—100 pools make 1 maund of 30 lbs. avoirdupois; and 20 maunds make 1 candy of 600 lbs.

In the Malabar weights, commonly used here, the maund is 24 lbs.

2 oz.; and the candy 482½ lbs. The Calicut miscal weighs 2 dwts. 21 grains troy.

MEASURES.—The covid is 18 inches, and the guz, 28⅝ inches, long measure. Timber is sometimes measured by the covid (18 inches) and borell: 12 borells make 1 covid, when the timber is sawed, and 24 when unsawed.

See also Tellicherry.

BEYPOUR is in latitude 11° 10′ N., and longitude 75° 51′ E., about two leagues to the S. of Calicut. It is a small town, and has hardly any trade. The situation is beautiful, on the N. side of a river, a short distance from the sea. Within, the river has deep water, but like all those on the coast, has a bar at its mouth: at favourable seasons vessels drawing 14 feet may be floated over the bar by means of casks.

TIMBER OBTAINABLE AT BEYPOUR.

TEAK, (*Sagun*, Hind.) *Tectona grandis.*—This tree is a native of the forests in many parts of the East; it grows to an immense size, sometimes 50 feet long, and 20 inches in diameter. For ship-building the teak is reckoned superior to any other sort of wood, in or out of water, and has by long experience been found to be the most useful timber in Asia. It is easily worked, and at the same time strong and durable. That produced on the Coast of Malabar is the most esteemed; next, that on the Coromandel Coast, near the banks of the Godavery; then that of Pegu. The largest quantities are produced in the latter place. The rivers enable the natives to bring it from the interior of the country at a very cheap rate; the prices are therefore lower than in any other part of India.

In the year 1799, 10,000 teak trees were brought down Beypour River. This was the produce of several years; but it is estimated that from 2 to 3000 trees may be annually procured. Bombay is generally supplied with teak plank from this part of the coast; the Company usually contract for what they require, and the Resident at Cochin frequently has the contract.

In purchasing plank, it is better to agree for it in guz and borels, in preference to feet and inches, from the great difficulty of converting English measure into candies, on account of the fractions, which occasion much dispute between the measurers. If the dimensions are agreed upon in guz and borels, the above timber will stand thus:

1st sort	17 to 19 guz long, and	12 to 14 borels square.
2d ditto	14 to 17 ditto	10 to 12 ditto.
3d ditto	9 to 14 ditto	10 to 12 ditto.

Notwithstanding the Coast of Malabar may be considered the storehouse for Bombay, yet the demand for teak timber has so much increased, that large quantities have been imported from Rangoon.

PANIANI RIVER is in latitude 10° 36′ N., and longitude 75° 58′ E., navigable only by small craft, the water being shoal. The town is scattered over a sandy plain on the S. side of the river, and contains about 500 houses belonging to the traders, with above 40 mosques, and upwards of 1000 huts inhabited by the lower orders of people. It is very irregularly built; but many of the houses are two stories high, built of stone, and thatched with coco-nut leaves. The huts are inhabited by boatmen and fishermen, formerly Mucuas, a low cast of Hindoos; but now they have all embraced the faith of Mahomet.

Near this place there is a remarkable gap in the mountains, called the Ghauts, through which the N. E. monsoon blows in general stronger than on any other part of the coast.

Trade.—The merchants of this place have many trading boats, called patamars, which on an average carry 50,000 coco-nuts, or 1000 mudies of rice, equal to 500 Bengal bags of 2 maunds each: these frequent Tellicherry and Calicut for supplies of such European and Bengal goods as are in request on this part of the coast. Paniani is also frequented by vessels from different places on the coast.

CHITWA is in latitude 10° 32′ N., and longitude 76° 5′ E., about six miles S. S. E. from Paniani. The village stands on the N. side of a river; it is small, and a place of but little trade. Ships anchor off this place in 6 fathoms abreast the river, which is wide, but will only admit boats or small vessels.

CRANGANORE, or Aycotta River, is about 3 miles to the S. of Chitwa; it has a bar at its entrance, with 5 or 6 feet water on it, and 14 or 16 feet inside. The town is about three miles from the sea, in latitude 10° 11′ N., and longitude 76° 15′ E.

COCHIN is situated in latitude 9° 58′ N., and longitude 76° 17′ E., and stands on the S. side of the entrance of the most considerable river on the Coast of Malabar, which, like the other rivers, has a bar, navigable by ships drawing 14 or 15 feet water. The channel is on the N. shore. There is at times a surf on the bar; strangers ought therefore to be careful in running for the river in their boats, as accidents have happened to persons crossing the bar late in the evening. The common anchorage is in five to six fathoms, with the flagstaff bearing E. N. E., about three miles off shore.

The present town is small, being about a mile, or little more in circuit; and it is now completely fortified. As the town is close to the sea

on one side, and the other is on the banks of the S. entrance of the river, it is thus by art made a very strong island. The entrance of the river is narrow for some little space above the town, when it widens by degrees, and becomes large and spacious.

The streets are straight; the houses built of brick, and kept in excellent order. The channels for the water are on each side the street, narrow and deep; the sides and bottom are covered with red tiles, each about 14 inches square, and thick in proportion. The whole town is gravelled; the streets and squares are raised in the middle, and slope gently to the channels, so that even in the rainy season the streets are clean and neat.

On the N. side of the entrance of the river is a spacious green lawn, more than a mile broad, which reaches along the banks of the river, opposite to and above the town; as the river is there very narrow, it serves as the town ditch: it forms an esplanade, terminated by a thick and well-grown wood of coco-nut and other trees.

Cochin was transferred to the English by the Netherlands Government, in 1814, in exchange for the island of Banca.

Trade.—The principal part of the commerce at Cochin is in the hands of Jew merchants, several of whom are very rich. The port is frequented by ships bound from Bengal to Bombay and other places to the N., as well as the Portuguese ships from China, bound to Goa; and a considerable trade is carried on by the natives of India and Arabia. Here are sometimes 50 vessels from Surat, Bombay, Goa, Mangalore, Tellicherry, Onore, Calicut, and other places on the coast, besides Arabs from Mocha, Judda, and Muscat. By the vessels from Muscat, and places in the Red Sea, are imported almonds, aloes, assafœtida, brimstone, cummin seed, dates, gum Arabic, pearls, rose maloes, rose water, sharks'-fins, and salt. By vessels from Bombay and the different ports to the N. are imported arrack, cloths of sorts, cotton, castor oil, copper, cummin seed, grain, ghee, iron, lead, medicines, opium, quicksilver, red lead, rice, saffron, shawls, steel, tobacco, and wheat. From China and places to the E. are imported alum, benjamin, camphire, cinnamon, cloves, China root, China-ware, cinnabar, dammer, mace, nutmegs, sugar candy, silks, sago, teas, and tutenague.

The principal articles of export are the following, mostly produced on the coast:—Coco-nuts, cassia, cardamums, coir, cowries, coculus indicus, Columbo root, elephants' teeth, fish maws, ginger, pepper, sandal wood, tamarinds, turmeric, teak wood, and wax.

Vessels which do not draw more than 14 feet water, load and unload at Mutton Cherry, $1\frac{1}{2}$ mile from Cochin.

Provisions and Refreshments.—Plenty of good provisions may be had, particularly all kinds of poultry. It is usual for ships proceeding on their voyage to and from Bombay and Surat, to touch at this place, to take in a stock of fresh provisions, all of which are very reasonable when compared with the prices paid at the settlements belonging to the English on this side of India. Fowls are in general small. Bullocks are procured from Chitwa, but are small. Good yams and other vegetables are to be procured, with various kinds of fruit.

Coins.—Accounts are kept in rupees of 16 annas, which are considered equal to the Surat rupees. Accounts are also kept in fanams, 20 of which equal the rupee, and 4 fanams make a schilling.

Most Indian and other coins pass here: the exchanges are generally as follow:

	Schillings.		*Fanams.*
Ducatoons	at 12½	or	50
Spanish Dollars in tale	10	...	38 to 40
Venetians and Gubbers	18	...	72, 74, 76
Surat and Bombay Rupees	5	...	20
Rix-Dollars	8	...	32
Negapatam Pagodas	16	...	64
Copang			48½

Spanish dollars are seldom weighed here, but are taken by the tale at 2 Surat rupees each. When these dollars are valued at 40 fanams, an English crown is worth 40½. When Surat rupees are 20 fanams each, pagodas are 64. Gubbers are 1 per cent. less than sequins.

Weights.—Gold and silver are weighed by the sicca weight (See Bengal): 1 sicca is equal to 31 fanams; 72 fanams make 8 pagodas, or 1 dollar weight; and 93 fanams are the weight of 10 sequins, or 3 sicca weight.

The great weights are the maund, which is 27lbs. 2⅐ oz. avoirdupois; 20 of which make a candy, or 543½ lbs. The Cochin candy equals 7 Bengal Factory maunds, 11 seers, 2½ chittacks.

ALIPEE is in lat. 9° 30′ N. long. 76° 34′ E., near a river, which has a communication with that of Quilon, and runs nearly parallel with the coast; the banks are woody, and the lands well cultivated. The town is of considerable size, and very populous, having many good houses; it belongs to the Rajah of Travancore, whose flag is generally kept flying. There is a kind of tavern, but the accommodations are dirty and bad.

Trade.—A number of merchants are settled here, some of whom act as agents for the houses at Bombay. A few drugs are to be procured, such as coculus indicus, cardamums, zedoary, cassia, and coffee. Elephants' teeth are likewise to be met with occasionally; pepper, grain, and timber form the principal articles of trade; but the pepper is reserved for the Rajah to supply the Com-

pany, and their ships occasionally stop here to receive it on board. Small coasting vessels are sometimes built here.

PORCA is situated in lat. 9° 20′ N. about 9 leagues S. by E. from Cochin, belonging also to Travancore. It is a small town, consisting of low houses covered with cadjan leaves; there is one house with white walls larger than the others, by which this place may be distinguished. The anchorage is in 5 or 6 fathoms, the white house bearing N.E. by E., distance off shore $1\frac{1}{2}$ to 2 miles.

There are several villages on the coast between Cochin and Quilon, which are only frequented by the small coasting vessels, for coir, timber for ship-building, and pepper.

QUILON.—The fort of Quilon is on a point of land, in lat. 8° 53′ N. and long. 76° 37′ E., about 3 miles to the S. of Iviker river, which is a wide inlet leading to several rivers, one communicating with Alipee and Cochin, navigable only by flat-bottomed boats. The Company have warehouses at Quilon for pepper, and their ships call here to receive it on board.

ANJENGO, in latitude 8° 39′ N. longitude 76° 49′ E., about 20 miles to the S. of Quilon, is the most southerly possession belonging to the Company on the Malabar Coast. The fort is regular; on the land side it is secured by a broad and deep river, which, after winding round the greatest part of the fort, empties itself into the sea a little to the S. This river would be useful, but it has a bar navigable only for small vessels. The Chief and the Company's servants reside within the fort; and as there is no tavern or place of accommodation for visiters, the Chief generally entertains them during their stay in the roads. There are a few small houses and huts in the vicinity of the fort, but nothing that deserves the name of a town. Ships generally anchor with the flagstaff bearing E.N.E. in 11 or 12 fathoms, about 2 miles from the shore. The principal intention of this settlement is the procuring pepper produced in the Travancore country.

Trade.—Pepper is the staple commodity, which is generally purchased on account of the Company, and shipped off in donies, or country boats, on account of the surf. There are some coarse white piece-goods manufactured here, for the Europe market. A few drugs, such as cassia, zedoary, coculus indicus, &c. are to be met with, and coir in considerable quantities. The European articles imported are very trifling, consisting of a few necessaries for the Chief and his establishment.

Provisions and Refreshments.—But few articles are to be procured here. No beef, on account of the religious prejudices of the natives; a few fowls, vegetables, and fruit are all that can be reckoned upon. Water is scarce and very indifferent; but at the red cliffs, a few miles to the N. of

Anjengo, it is said to be good, but difficult to be shipped, on account of a considerable surf which generally prevails on the coast, particularly to the S., which renders it unsafe to attempt landing in a ship's boat. The charge for filling water by country boats, is three rupees a butt.

COINS.—Accounts are kept here in fanams, pice, and budgerooks.

4 Budgerooks	equal to	1 Pice.
12 Pice, or 16 Vis	"	1 Fanam.

A silver rupee is worth 6 new, or Gallion fanams; and 7 old, or Travancore fanams. All these are real coins.

In the Company's accounts, an Anjengo fanam is reckoned worth $\frac{4}{5}$ of a Calicut fanam, or $\frac{1}{5}$ of a Surat rupee; which makes its intrinsic value about 4$\frac{3}{4}$d.

The mean rates of exchange at which other foreign coins pass current here are as follow, in Anjengo new fanams:—

19$\frac{7}{8}$	Fanams	equal to	1 Madras Pagoda.
5	"	"	1 Current Rupee.
13$\frac{1}{8}$	"	"	1 Ducatoon.
70	"	"	1 Gold Rupee.
23	"	"	1 Gubber, full weight.
18	"	"	1 Carwar Pagoda.
1	"	"	1$\frac{1}{2}$ Persian Shakee.
20	"	"	1 Negapatam Pagoda.
17	"	"	1 St. Thomas old Pagoda.
14$\frac{1}{2}$	"	"	1 St. Thomas new Pagoda.
22	"	"	1 Venetian.

WEIGHTS.—The maund is 28 lbs. avoirdupois; and 20 maunds make 1 candy, equal to 560 lbs. avoirdupois; or 7 Bengal factory maunds, 20 seers; or 22 Madras maunds, 3 vis, 8 pollams; or 20 Bombay maunds.

MEASURE.—The covid is 18 inches, or half an English yard.

CAPE COMORIN, the S. extremity of the Peninsula of Hindostan, is in latitude 8° 5′ N. and longitude 77° 44′ E. Between Anjengo and this Cape there are several villages on the coast, which are only frequented by small coasting vessels.

MALDIVES.—These are a great range or chain of numerous low islands and rocks, nearly on a meridian from 7° 6′ N. to 0° 40′ S. latitude; the large islands are inhabited, and abound with coco-nuts; but many of the others are only sandbanks and barren rocks. The greatest breadth of the range is said to be 20 to 24 leagues, and is formed of large groups or clusters, called by the natives Attollons, thirteen in number, the principal of which is denominated Male, or King's Island. The road seems unsafe for large ships, the bottom being coral, and the anchorage very near the shore, which is lined

with rocks; it is customary to moor with two or three anchors and hawsers fast to the shore, to prevent a vessel from sheering about. The boats belonging to the natives lie inside the rocks, the passages between which are secured at night by booms. The houses are built of wood, and covered with leaves of the coco-nut tree, and are scattered about, not together in a town.

Formerly these islands were much frequented by trading ships from India; but from the difficulties experienced in procuring a cargo for a large vessel, and the danger attending the navigation, it has lately been given up, and the trade is carried on in their own boats, some of them of 30 tons burden, which are formed of coco-nut trees. They arrive at Balasore, in fleets of about 20 or 30, in the months of June or July, when the S. W. monsoon is steady in the Bay of Bengal. They are Mahometans, dress after the manner of the Moors of India, and appear to be an industrious quiet people.

The American navigator, formerly quoted, states that these islands are not so dangerous as believed, the reefs being near the land, and visible day or night. He adds, "They are formed in circular clusters, enclosing smooth, shallow seas, and are surrounded by chains of coral reefs, generally level with the water, extending from half a mile to 50 yards of the land. Where bays are formed by projecting parts of the clusters, there is, in some places, anchorage over a sandy bottom, mixed with shells and coral. Many of the islands furnish fresh water a few feet from the surface. The natives are poor and inoffensive, and generally shy."— A tolerably full account of Male is derived from the Captain of the Hayston, wrecked near there in 1819, who experienced the most hospitable treatment from the Sultan, who refused any recompence for his services and supplies.

Trade.—In return for the goods they carry to Bengal and Madras, they bring back broad-cloth, betel-nut, coarse cutlery, china-ware, coffee, glass-ware, hard-ware, iron in bars, looking-glasses, opium, piece-goods, rice, sugar, silk-stuffs, steel, and spices.

The produce of the coco-nut tree, *viz.* coco-nuts, coir, and oil, with cowries, form the principal part of their exports to Bengal. To Acheen they send large quantities of dried bonito, in small pieces of two or three ounces weight, which, when properly cured, is as hard as horn; it is dried in the sun, and is with them a staple commodity. Some tortoise-shell is to be met with, which is black and smooth, having many curious figures in it. They make some beautiful reed mats at these islands. Ships going from Madras to Rangoon generally call here for coco-nuts, in exchange for blue cloth of Coromandel, and coarse white cloths from Madras; the nuts are bartered at Rangoon for timber. Small hatchets are much desired by the Maldivans, and are a very good article of traffic.

Coins.—Their money is of silver wire, and called Larins; the value about a quarter of a rupee each. All other monies pass current by weight, and every man keeps weights for the purpose; so that they are frequently obliged to cut dollars, rupees, &c. into pieces, to pay for any commodity.

SECTION XVII.

CEYLON.

THIS island is separated from the Peninsula of India by the Gulph of Manar, formed between it and the Tinnevelly coast; the gulph is bounded to the N. E. by a narrow ridge of sand and rocks, mostly dry, which is called Adam's Bridge. It extends nearly E. and W. 8 or 10 leagues; the E. end joining to the Island Manar, which lies close to Ceylon, in latitude about 9° N.; and the W. end to the Island of Ramisseram, which is situated close to the continent. There is a narrow passage for small country trading boats, drawing about three feet water, between the island and the main. The general direction of the island is N. and S. Its length, from Dondra Head to Point Pedro, is about 250 miles, and its greatest breadth about 150.

Since the year 1818, this island has been entirely subjected to British authority, and is governed by a liberal constitution.

The trading places are Aripo, Calpenteen, Negombo, Columbo, Matura, Point de Galle, Batticaloe, Trincomalee, and Jaffnapatam. Of these, Columbo, Point de Galle, and Trincomalee are the only ports frequented by large ships.

ARIPO is about four leagues to the S. of the E. end of Manar, and about two miles N. of the scene of the pearl fishery, in latitude about 8° 47′ N. About 500 yards to the N. of the fort lies a small village chiefly inhabited by fishermen, and adorned with a neat Portuguese chapel rising from its centre. The beach is steep, and the large donies lie so close to the shore, that a person might step into them; at the same time they ride in perfect security. The gulph being narrow, no surf is perceptible. The pearl fishery is carried on at

CONDATCHY, about three miles distant from Aripo, where in general nothing is to be seen but a few miserable huts, and a sandy desert; but

during the period of the fishery, it branches out into a populous town, several streets of which extend upwards of a mile in length. The scene altogether resembles a crowded fair on the grandest scale. The Bay of Condatchy is the principal rendezvous for the boats employed in the fishery. The banks where the fishery is carried on, extend several miles along the coast from Manar southward, off Aripo and Condatchy. The principal bank is opposite to the latter place, about 20 miles from the shore, and is 10 miles in length and two in breadth.

The vessels employed in the fishery come from different ports of the continent, particularly Tuticorin, Karical, and Negapatam on the Coromandel Coast, and Quilon on the Malabar Coast. The fishing season commences in February, and ends about the beginning of April.

CALPENTEEN.—The Fort of Calpenteen is situated upon the N. end of a neck of land, which extends about 60 miles along the coast, and during the N. E. monsoon becomes an island. The fort is about 300 feet square, and has four bastions, one at each angle. A large native village and many detached cottages are interspersed amongst the trees. Here are an excellent wharf and landing place. The land extends from latitude 7° 56′ to 8° 18′ N.

Trade.—A small export trade is carried on by the natives in salt fish, and dried fish roes to Columbo; they bring rice in return; and much wood is sent from this part to the Coast of Coromandel. At this place are raised excellent mangoes and pomegranates, and wild honey may be purchased of a very superior quality. It is in a liquid state, of the consistence of oil, and preserved in pots or bottles, with a few grains of rice in the husk floating on the top.

NEGOMBO is situated near a small river, in latitude about 7° 15′ N., and is about 6 leagues from Columbo. The anchorage is abreast the fort in 5 or 6 fathoms. The fort is an irregular pentagon, having four bastions, on each of which is erected a round turret. The village is beautiful, the houses are clean and neatly built, separated from each other by rows of trees connected together by lofty hedges. A considerable number of Dutch families have fixed their residence at this place.

In the neighbourhood of Negombo the cinnamon plantations commence, and spread over a wide space of the country, reaching, with only a few interruptions, far beyond Columbo.

Fish is caught here in great abundance and variety, and large quantities are exported in a dried state.

COLUMBO, or COLOMBO, is in latitude 6° 57′ N. and longitude 80° E. The anchorage for large ships is about two miles from the town, the

flagstaff bearing S., but small vessels run nearer in. There being no shelter, this road is much exposed in the S. W. monsoon; it is therefore unsafe for ships to remain during that period.

A projecting rock, on which two batteries are erected, affords shelter to a small semicircular bay on the N. side of the fort. Here the landing place is rendered pleasant and convenient by a wooden quay, extending about 100 feet into the sea, and answering well for the loading and unloading boats. The depth of water is not sufficient to allow sloops or large donies to lie alongside of the quay; those not exceeding 100 tons burden, ride at anchor at the distance of only a cable's length from it, and smaller vessels moor close along the shore. Large ships seldom come within this road; and when they do, they keep at a greater distance. A bar of sand, on some parts of which the water is not 10 feet deep, extends from the projecting rock across the bay. As the channel, in which it can be crossed, is liable to shift, and not easily discovered, ships commonly anchor about a mile beyond it, and only in the fine weather of the safe season venture to go within the bar. The outer road affords secure anchorage for no more than six months in the year, from the beginning of October to the end of March, when the wind blows from the N. E. off the land. During the other six months, the S. W. wind blows from the sea upon the shore, and in that season a ship seldom looks into the road. Strictly speaking, there is no harbour at Columbo; for the little bay, which affords shelter to small craft, does not deserve that name.

Near to the wharf stand the Master Attendant's or Harbour Master's office, and the sea custom-house. From thence an arched passage leads to another gateway opening into a square green, railed in for the garrison parade in the north corner of the fort. On the left hand is the Town Major's office; on the right is seen the principal street running from north to south, the length of the town, and terminated by a lofty gateway and belfry. On one side of the parade-ground stands the church, of a heavy appearance; on the other a house built for the supreme court of judicature, ornamented with a light cupola, and situated in the centre of a row of public offices.

Three gates open from the fort towards the sea. Three others communicate with the land: the delft, or main gate, which leads to the pettah; the S. gate, which opens on the road leading to Point de Galle; and a winding sallyport, which communicates by causeways and bridges with a rugged peninsula, commonly called Slave Island. Here is a mud village, a bazar, and an excellent parade.

The pettah, or outer town, is situated a few hundred yards to the E. of the fort. The town is neat, clean, regular, and larger than that within the fort. Five streets, each half a mile in length, run parallel to one another,

and the same number intersect them at right angles. The pettah is of a square form, and was formerly defended on the land side by a wall. The N. side is bounded by the sea, the S. by the lake, and the W. by the eastern esplanade. On this side, within the limits of the pettah, stands the burial ground of the settlement.

Beyond the pettah many straggling streets extend in various directions several miles into the country. The fort is chiefly occupied by the English inhabitants; the pettah by Dutch and Portuguese; and the suburbs, which are by far the most populous, by native Cingalese.

For some years after its capture, Ceylon was under the controul of the East India Company; but from the beginning of 1802, it became entirely a royal Government, and was placed under the immediate direction of his Majesty's Ministers. The Council is composed of the Governor, the Chief Justice, the Commander of the Forces, who is also Lieutenant Governor, and the Secretary to Government. A supreme court of judicature is established, consisting of a Chief Justice and a Puisne Judge; annexed to it are his Majesty's Advocate, Fiscal, Registrar, Sheriff, and other officers. The Chief Justice takes precedence of all His Majesty's subjects on the island, excepting the Governor; the Commander of the Forces ranks next, and after him the Puisne Justice.

Trade.—The commercial capacity of Ceylon is very considerable; and in the course of time, when the wants of the inhabitants shall have increased through their advancement in the arts of civilization, the demands upon the mother country will be considerable. At present, the natives are chiefly in want of grain, cloth, and a few articles of simple luxury, which are most conveniently supplied from the neighbouring coast of India. The productions of the soil in Ceylon might be almost infinite. Its staple export is cinnamon; the next article is arrack, which, with coco-nut oil and other products of the same tree, might be furnished to a very considerable extent from the numerous coco-nut gardens in the island. The number of those trees between Calpenteen and Dondra Head has been reckoned at 10,000,000. The other articles are areca-nuts, coffee, pepper, cotton, tobacco, timber and ornamental woods, precious stones, ivory, and various drugs and dye-stuffs. Most of these articles are of superior quality. The cardamums are less valued than those of Malabar. The hemp is neglected, though of excellent quality.

Duties.—The import and export duties throughout the island were consolidated in 1810 as follows:—

On Imports.—Cloth, 7½ per cent. *ad valorem;* grain of all sorts, 1 ditto; British, China, and India goods, 5 ditto; all other goods, 6 ditto; cattle,

live stock, and all articles of wearing apparel, ready made, for private use, duty free.

On Exports.—Arrack, 8 rix-dollars per leager; areca-nut, uncut, 10 ditto per amonam; ditto, cut, 10 ditto per ditto of 8 parahs; tobacco, 1st sort, 30 ditto per candy; tobacco, 2d sort, 27 ditto per candy; Calaminder wood, 20 per cent. *ad valorem*; ream wood, 20 ditto; satin wood, 20 ditto; ebony wood, 20 ditto, palmyras, reapers, and rafters, 25 ditto; planks, 10 ditto; staves, and every sort of timber, 10 ditto; salt fish, 10 ditto; jaggery, 10 ditto; gingelee seed and oil, 10 ditto; Illepay seed and oil, 10 ditto; Margosa seed and oil, 10 ditto; fruits and roots of all sorts, with the exception of Cahya root, 10 ditto; coco-nuts, and coco-nut oil from Calpenteen, Putlam, Jaffnapatam, Manar, Werteltivoo, and Muletivoo, 10 ditto; ditto from elsewhere, 5 ditto; copperas from the above-enumerated places, 10 ditto; ditto from elsewhere, 5 ditto; grain of all kinds, 1 ditto; all goods not enumerated above, 5 ditto; all articles of wearing apparel, being ready made for private use, duty free; provisions for immediate consumption, ditto.

N. B.—Produce exported coastways, pays only the export duty; all goods (except grain) re-exported, having paid import duty, are subject to no other, if exported within four months by the original importer.

Regulations for the Collection of Duties throughout the Island, established in 1815.—The duties on imports and exports to be collected according to certain tables of rates, and articles not enumerated therein, to be charged according to the invoice amount, increased 25 per cent. In cases where there is no invoice, or where the officer distrusts it, or the owner is dissatisfied, the goods to be appraised by persons appointed by both parties. Damaged goods to pay according to actual value; except liquors, which may be put up to sale. Cloths to be valued by Government appraisement, 25 per cent. below the retail price; or by joint appraisement, as before. A manifest of cargo to be lodged at the custom-house, before landing goods. Each boat-load to be accompanied by a note signifying quantity, quality, marks, &c.; penalty of default, 100 rix-dollars. Where a difference appears, the goods are liable to double duties. Deposits, or securities for duties, may be given for European cargoes, to be redeemed within three months. No drawback is allowed on re-exportation of goods under the value of 500 rix-dollars. No duty goods to be landed or shipped before 6 a.m., or after 6 p. m. Goods imported for re-exportation may be warehoused, free of duty, for four months, provided the intention be expressed in writing three days after landing. If the intention be changed, 25 per cent. on the duties will be chargeable on those goods. Port clearances to be obtained,

under penalty of fine and imprisonment. Goods transshipped without permission, or put on board a different vessel than stated at the custom-house, to be confiscated, or charged with treble duties. Exportation of Island coinage prohibited, under pain of confiscation. Export of tobacco of Travancore assortment, without licence, prohibited, under pain of fine and confiscation. The importation of saltpetre, sulphur, gunpowder, lead, ammunition, and arms, without special licence, prohibited; penalty, confiscation. Exports to be entered at the port of clearance, or confiscated. Persons in charge of vessels, privy to any act involving confiscation of goods, to pay a fine equal to their value. Officers may enter, search, and remain on board vessels during their stay in port; persons offering them a bribe, liable to fine and imprisonment. Any servant of the custom-house receiving a fee to be dismissed; and persons informing, to have a fourth of his monthly salary as reward. Informers of breach of regulations entitled to a third of confiscated property.

Regulations in the Master-Attendant's Department at Columbo.—Vessels to come to anchor within 6½ fathoms water; beyond that depth they will be charged double boat-hire.

All square-rigged vessels, sloops, and schooners, to employ Government boats only; no country boat to be allowed to ply to any of them, without leave from the Master-Attendant, who, when it may be deemed expedient by Government, for the sake of dispatch, is to hire such boats.

Any country boat plying to a square-rigged vessel, sloop, or schooner, without leave of the Master-Attendant, in writing, liable to confiscation, and the boat-hire forfeited to Government.

Vessels, donies, and boats of every description, having customable goods on board, immediately after coming to an anchor, to send a manifest of their cargoes to the custom-house.

No boats to be allowed to go alongside to receive any part of a cargo, till such manifest shall have been delivered in, and certificate thereof, signed by the Custom Master, produced to the Master-Attendant or his officers.

The boatmen belonging to the Master-Attendant's department, not to be employed on board any vessels, by the commanders or officers of such vessels.

The full hire of every boat to be paid for every day it is employed either in receiving or discharging the cargo.

Boats going off after sunset, to be charged half more than usual hire.

Persons applying for boats, and not using them, to pay half the hire of the boats.

No goods to be landed or shipped but at the wharf, under the penalty of confiscation, without licence in writing from the Custom Master.

No goods which are liable to a duty, to be put on shore, or taken from the ship, without a special warrant from the Custom Master.

No ballast to be thrown overboard, but deposited in a place pointed out by the Master-Attendant.

The Master-Attendant's servants are restricted from receiving fee or gratuity, on pain of dismissal, fine, imprisonment, and *whipping.*

Pilots, however, are allowed, in addition to their pay, half the specified rate of pilotage for each ship they pilot into the roads or harbour.

Rates of Port Charges for Vessels arriving at, and sailing from, the Port of Columbo.

	Rds.	*Fs.*	*P.*
For Pilotage of all square rigged vessels, sloops, and schooners	20	0	0
For a laberlot or rowing boat, to and from vessels lying in the outer roads, with sundries, per trip..	7	6	0
For ditto, ditto, in the inner roads	5	0	0
For a leager of water, filled from outside the fort, and carried alongside	3	0	0
For a ditto ditto, from the beach, and ditto	2	0	0
For a ditto when filled and carried alongside, by the boats and crews of the vessels, with permission of the Master Attendant	1	0	0
For a leager of arrack, conveyed from the wharf alongside a vessel, or *vice versa*..	1	0	0
For a laberlot load of ballast	8	0	0
For a ditto employed in warping a vessel out or in	12	0	0
For a ditto carrying out, or weighing, an anchor	7	6	0
For a ditto clearing a cable	5	0	0
For a boat employed in shipping or landing rice, wheat, gram, sugar, paddy, &c. per each complete bag of 164 pounds English	0	1	0
For a ton of ballast per country boat	1	8	0
For a battel, large country boat of 150 bags of rice burthen and upwards, employed in shipping or landing pipes of wine, casks of beer, bales, chests, boxes, areca-nuts, &c. &c. per trip	10	0	0
For a small country boat, of about 50 bags of rice burthen, employed in carrying sundries, or as a passage boat, per trip......................	2	6	0
When boats of this last description are employed in landing or shipping articles, particularly enumerated above, they are to be paid for as laid down for such articles			
For a battel, or large country boat, ordered but not employed, half hire, or	5	0	0
For a laberlot ditto, ditto, ditto	2	6	0
For a small country boat ditto, ditto	1	3	0

	Rds.	*Fs.*	*P.*
Donies landing or carrying off their cargoes in their own boats, are to pay, per garce	1	0	0
Cingalese donies without riggers (called collah donies) are exempted.			
When a country boat is permitted to land grain at the Bankshall, an additional charge of one rix-dollar per 100 complete bags, is to be paid to the boat-owners	1	0	0
For the use of an anchor, per day	3	0	0
For ditto of a grapnel, ditto	1	6	0

Charges of Cooley Hire, for landing or shipping of Goods, at or for the Port of Columbo, &c.

For unloading a laberlot with iron, and carrying the same to the Custom House, or putting into carts	5	6	0
For unloading a laberlot of sundries ditto, ditto	5	0	0
For unloading a battel, or country boat of 150 bags of rice burthen or upwards, with iron, ditto, ditto	11	0	0
For unloading a battel, or country boat, and carrying the same to the Custom House, or put into carts with sundries	10	0	0
For unloading rice, wheat, or grain, and weighing the same on the beach, per 100 bags	5	0	0
For taking up from the scales and lodging in carts, rice, wheat, or grain, per 100 bags	2	6	0
For unloading or loading a chest of claret, or box of that size	0	6	0
For ditto ditto a half chest, or box of that size	0	3	0
For ditto ditto a pipe of Madeira, Port, or other wine	0	6	0
For ditto ditto a half pipe of Madeira	0	3	0
For ditto ditto a leager of arrack	0	4	0
For ditto ditto a half ditto, or cask of beer	0	2	0
For ditto ditto a cask of rum or brandy	0	2	0
For ditto ditto a cask of gin, or box of that size	0	1	0
For ditto ditto a bag of saltpetre or sugar	0	1	0
For ditto ditto a tub of sugar candy	0	0	2
For ditto ditto a cask of salt provisions	0	1	2
For ditto ditto a bale of cloth	0	4	0
For ditto ditto a half bale of cloth	0	2	0
For shipping off a coir cable, from the Custom House, or Master Attendant's Store, per 500 lbs.	1	0	0
For ditto an anchor ditto, ditto	1	0	0
A carpenter working on board ship, from sunrise to sunset	1	6	0
A carpenter working on shore, per diem	1	0	0
A caulker working on board ship, per ditto	1	0	0
A ditto on shore, ditto ditto	0	9	0
A cooley working on board ship ditto	0	8	0

Fees on Port Clearances throughout the Island, 1821.

	Rds.	*Fs.*	*P.*
Vessels of 400 tons or upwards	38	0	0
Ditto of 200 and under 400	25	0	0
Ditto of 400 and under 200	19	0	0
Ditto under 100	10	0	0
Donies with two masts	7	6	0
Ditto with one mast	6	3	0

Exceptions.

Manar and Jaffna donies, when passing from Port to Port, within those Districts, or from Manar to Jaffna, Kaith, or Point Pedro, or *vice versa*	2	6	0
When clearing for other Ports	6	3	0

All boats and vessels duly certified to belong to the Port of Batticaloe, are exempted, at all Ports of the Island, from the common fees on Port-clearances, on payment of the rates following, viz.

Of 50 and under 200 Parahs	1	3	0
Of 200 and under 500 ditto	2	6	0
Of 500 and under 1000 ditto	3	9	0
Of 1000 Parahs and upwards	6	3	0

N. B. Batticaloe boats or cutters are also allowed the same privileges as the Cingalese Collah donies; namely, that of being exempted from paying boat hire to the Master-Attendants of Trincomalee, Galle, or Columbo; unless when the boats of the Master-Attendant's Department are actually employed, at the desire of the parties concerned, in embarking or landing their cargoes.

Coins.—Accounts are kept in rix dollars, or Elephant rupees, thus divided :—

3 Dutch or 4 English Chalies are equal to		1 Pice.
4 Pice	"	1 Fanam.
12 Fanams	"	1 Rix Dollar, or Rupee.

The rix dollar is worth 1s. 9d. sterling, and was fixed at that rate for the pay of the public officers in 1812; thus

11 Rix Dollars, 5$\frac{1}{7}$ Fanams, are equal to		20s.
6 Fanams, 3$\frac{3}{7}$ Pice	"	1s.
2$\frac{6}{7}$ Pice	"	1d.

The star pagoda varies from 59 to 61$\frac{1}{2}$ fanams in bills of exchange drawn on Madras. The Sicca rupee passes for 18 fanams, either in specie or bills. The Bombay rupee passes current for 17 fanams in exchange for

bills, and for 18 in the bazar. The Spanish dollar varies from 37 to 39 fanams, according to the demand. 353 Arcot rupees are equivalent to 400 Ceylon rupees or rix dollars, or 100 star pagodas.

WEIGHTS.—In receiving and delivering foreign goods, English weights are commonly used. The candy or bahar equals 500 lbs. avoirdupois. The garce is 82 Cwt. 2 qrs. 16½ lbs.

MEASURES.—For the produce of the Island, the following dry measure is used :—

4	Cut Chundoos	are equal to	1 Cut Measure or Seer.
4½	Seers	"	1 Corney.
2⅔	Corneys	"	1 Marcal.
2	Marcals	"	1 Parah.
8	Parahs	"	1 Amonam.
9½	Amonams, or 1800 Measures,		1 Last.

The parah measures 16.7 English inches square, and 5.6 deep: it consequently contains 6¾ English wine gallons. It is generally estimated by weight, which varies according to the articles. Thus the parah of salt weighs 55 lbs.; of coffee, pepper, and chunam, 30 lbs.; of rice 44 lbs. The parah of paddy cleared from the husk, gives half a parah of rice.

The amonam contains 16 parahs to the northward, among the Malabars; but to the southward, among the Hindoos, 8 parahs make one amonam.

In wine measure,

15	Drams	are equal to......	1 Quart.
2	Quarts	"	1 Canade.
2½	Canades	"	1 Gallon.
5	Canades, or 2 Gallons ...	"	1 Welt.
75	Welts	"	1 Leager.

Arrack is bought at 80, and sold at 75 welts to the leager.

The English long and land measures are used.

PROVISIONS AND REFRESHMENTS.—Bullocks, 30 rix dollars each; Patna rice, 10 rupees per bag; Mooghy ditto, 7 to 8 ditto; Bengal wheat, 7 to 8 ditto; Surat ditto, 9 to 10 ditto; Bengal horse gram, 4½ to 7 ditto; Surat ditto, 10 to 12 ditto; Coast ditto, 4 to 6 ditto; loose coir, 20 ditto per candy.

Salt is very good. The retail price varies from 12 fanams per parah; but if purchased in quantities, Government would sell it for what it stands them in. The water within the fort at Columbo is brackish, consequently bad for drinking. Good water must be brought from the distance of 1½ mile: it is conveyed in skins or leathern sacks.

Regulation respecting Export of Cinnamon, 1822.—The general export of cinnamon in any vessel, and to any place whatsoever, is allowed, provided the same be purchased at the Government stores, where public sales are held. The cinnamon is assorted into 1st, 2d, and 3d sorts, and packed in bales of 100 lbs., each lot consisting of 5 bales. The article to be paid for in ready money, the currency of the island, or specie, received at the current price of the day, at Columbo. The purchaser of each lot will be provided with a licence, transferrable, in duplicate, entitling the holder to export the spice, *free of duty*, from Columbo, the only port whence the shipment is allowed. Unlicensed cinnamon attempted to be exported, to be confiscated, and the offender to pay a fine of 300 rix dollars for each pound.

POINT DE GALLE.—This fort and town are built upon a low rocky promontory, in latitude 6° 1′ N., and longitude 80° 20′ E.: the harbour is formed between the point, and a piece of sloping land to the E. The entrance of the bay is about a mile wide; but having many scattered rocks about it, a pilot is necessary to carry a ship to the anchorage, which is abreast the town in five fathoms.

The fort is about a mile and a quarter in circumference. Some of the bastions command the bay; the works are substantial and extensive. The houses in the fort are large and commodious. That of the Commandant is a building of extensive dimensions. Almost all the European inhabitants live within the fort; only a few large houses are built without it, extending along the shore to the S. Cottages and hamlets, the abodes of the native Cingalese, are scattered about in all directions.

Point de Galle ranks next to Columbo in point of trade. It was here that the Dutch used to ship the cinnamon and other produce of the island for Europe.

Regulations.—In addition to those mentioned at Columbo, all vessels lying outside the harbour, are to come to anchor within 16 fathoms water, flag-staff N. N. W. to N. N. E.; beyond that depth, they will be charged double boat-hire.

Port Charges, *viz.*

Pilotage and Anchorage

For vessels of 600 tons and upwards	80	rix dollars.
Ditto 400 and under 600	60	ditto
Ditto 200 and under 400	40	ditto
Ditto 100 and under 200	30	ditto
Ditto under 100	20	ditto

Boat Hire, viz.

	HARBOUR.			ROADS.		
	Rds.	*Fs.*	*P.*	*Rds.*	*Fs.*	*P.*
Gamel:—						
Shipping or loading, per trip	15	0	0	30	0	0
Weighing an anchor, per day or trip	-	-	-	30	0	0
Laberlot or Schuyt:—						
Shipping or loading, per trip	3	9	0	7	6	0
If detained a whole day	7	6	0	15	0	0
Small Boat:—						
Carrying of ballast, per trip	3	9	0	-	-	-
Weighing an anchor, per trip	3	9	0	7	6	0
Country Boat, burthen 120 *bags of Rice:—*						
Shipping or loading, per trip	5	0	10	-	-	-
Carrying of ballast, per trip	5	0	0	-	-	-
Water, viz.						
By Government boats, per leager	2	0	4	-	-	-
By ship's own boats, per leager	1	0	1	-	-	-
Extra Charges, viz.						
Anchors and cables, per day, each	3	0	0	-	-	-
Grapnels and hawsers, per day, each	1	0	0	-	-	-

Hire of Coolies, &c.

	Rds.	*Fs.*	*P.*
Grain, carrying to Government godown, or like distance, per 100 bags	5	0	0
Ditto, weighing on the wharf, ditto	2	0	0
Iron or iron hoops, and lodging in the Custom House, per laberlot, or in proportion	4	0	0
Sundry goods, ditto, viz	3	0	0
Chest of claret, (smaller box in proportion), each	0	4	0
Pipe of Madeira	0	4	0
Cask of beer, (small cask in proportion)	0	2	0
Bag of saltpetre	0	1	0
Bag of sugar	0	1	0
Tub of sugar-candy	0	0	2
Tuticorin bale of cloth, (small ditto in proportion,)	0	4	0
Leager of arrack	0	4	0
Coolies loading from Government Godown, or like Distance.			
Cinnamon bales, each	0	0	1
Leager of arrack	0	4	0
Cask of salt provisions	0	1	0
Laberlot with ballast.	4	0	0
Anchors, Cables, and Cordage.			
Cable or rope, from Callanelle into boat, per candy of 500 pounds	0	6	0
——— from Custom House, ditto	0	3	0
Anchor from shore into boat, ditto	0	6	0
——— from wharf, ditto, per 20 Cwt., or in proportion	1	0	0
Water filled and putting into boat at the fort, per leager	0	4	0

	Rds.	Fs.	P.
At the watering place, per leager	0	6	0
Coolies hauling a gamel, per gamel	7	6	0

Artificers from 6 A. M. till 6 P. M.

	On board in the Harbour.			On Shore.		
	Rds.	Fs.	P.	Rds.	Fs.	P.
Carpenter	0	9	0	0	6	0
Smith	0	9	0	0	6	0
Caulker	0	6	0	0	3	3
Painter	1	0	0	-	-	-
—— Workman under him	0	6	0	-	-	-
Cooley	0	4	0	-	-	-

Artificers, &c. employed on board vessels outside the harbour, to receive double pay.

MATURA is in latitude 5° 58′ N., and longitude 80° 40′ E. The fort, which is square, and built of stone, stands on the W. side of the river. The gate communicates with two wooden bridges leading across the water to a fortification of larger dimensions. The two wooden bridges are connected together by a small island, lying near to the W. side of the river. They are built of strong piles driven into the sand, and covered with planks, of sufficient breadth for carriages, but without balustrades.

Refreshments.—Plenty of wood and good water may be procured in the river, the entrance to which is about half a mile to the W. of the fort. Boats go a small distance up this river to fill water; but the coming in is made dangerous by the rocks which lie under water; and the outset of the stream is so strong, that any boat touching on them, is in danger of being overset; therefore it is best to have the natives to pilot you in. Ships anchor here in the N. E. monsoon, abreast the town, in 20 fathoms.

DONDRA HEAD, the S. extreme of Ceylon, in latitude 5° 55′ N., and longitude 80° 43′ E., is a low point, with a grove of tall coco-nut trees on its extremity. Near it is Dondra, a populous village, which must at one time have been a place of great note, and much resorted to on account of a Hindoo temple in its vicinity, formerly a magnificent structure, now in ruins. The Portuguese and Dutch used many of the stones for erecting Matura Fort. There is still a small temple much frequented by the Cingalese.

TENGALLE is about fifteen miles to the N. E. of Dondra Head, and is known by the small fort and ruins of an old pagoda, situated on an elevated and projecting point of land on the W. side of the bay. The bay itself is of considerable extent, being 4¾ miles from Tengalle Point to the extreme point of land opposite. Off from each point run extensive and dangerous reefs; within them is good anchorage and shelter during the S.W.

monsoon. Here is a fortress of two bastions, erected on the summit of a small hill. The landing-place, which is perfectly free from surf, lies under the rising ground on which the fort stands, having the ruins of a house a little to the S. of it. About a quarter of a mile from the landing-place, passing the fort, is a well containing good water. A pathway leads directly from the fort to the well, where water may be filled, and the casks rolled down the beach.

BATICALOE.—This island is about two miles up a small arm of the sea, in latitude 7° 45′ N., and longitude 81° 53′ E. It is about three miles in circumference, and there is a pleasant walk on the sand beach round it. The fort is of a square construction, having four bastions. The internal dimensions are small, containing only a low barrack, a granary, a magazine, and the spacious mansion of the Commandant. A little village stands a few hundred yards from the walls of the fort, and several huts are scattered over the island. At the farther end of it are two Portuguese chapels within a short distance of each other, neatly built of stone. The great body of the inhabitants are Hindoos and Mahometans. The number of Protestant Christians is very small.

The inlet of the sea, which surrounds the little Island of Baticaloe, extends thirty miles into the country, and contains several other islands of similar dimensions. The frith in many places is one mile broad, and affords excellent navigation for boats. Unfortunately a sand bar stretches across the entrance, on which are no more than six feet water, so that only small vessels can come into it; but when once entered, they ride in complete security. The anchorage is about two miles from the mouth of the river, bearing about S., and the Friar's Hood, a remarkable mountain about five leagues inland, S. S. W. The road is not always safe in the N. E. monsoon, but in the S. W. monsoon it is always so.

Provisions and Refreshments.—You may water at the island, landing your casks at the wharf, and roll them to a well on the green. It is necessary to carry funnels and buckets to draw the water up. Wood may be cut on the banks of the river, near the bar, in any quantity. Bullocks and other refreshments are in abundance.

TRINCOMALEE.—This bay, the entrance of which is about five miles broad, is formed by Foul Point, its S. E. extreme, and Flagstaff Point, in latitude 8° 33′ N., and longitude 81° 22′ E. This point is the N. extremity of a narrow and crooked peninsula that bounds the E. and S. E. sides of Trincomalee Bay, and separates Back Bay from it, and from the great bay to the S. Ships generally moor abreast the town. During the S. W. monsoon ships lie in Back Bay, with Flagstaff Point bearing

S. S. E., about a mile distance. This harbour, one of the finest in the world, from its centrical position, and the easy ingress and egress which it affords at all seasons, is better adapted for being made a marine depôt, and a rendezvous for his Majesty's squadrons, than any other station in India. The view of Trincomalee from Back Bay is striking and beautiful. On one hand stands a projecting cliff, rising in many places perpendicularly from the sea upwards of 100 feet, and the broken hill above it is elevated about 200 feet more. The flagstaff is placed near to the outermost point of the rock; and along the summit and declivities of the higher ground are situated the bungalows of the officers, and barracks of the private soldiers. On the other hand, a line of native villages are shaded amidst groves of coco-nut trees. The great body of the fort and town of Trincomalee is situated at the bottom of the rock, and joined to a narrow neck of land, running parallel to the sea, and separating the harbour from two adjacent bays, one of which lies on each side of the promontory. The only disadvantage attached to this noble harbour is, that the tide does not rise to a sufficient height to admit of the construction of wet docks for vessels of a large size.

Trade.—This is a very convenient port for trade; but till lately none had been carried on to any extent. The Government has given encouragement to the resort of shipping, and the influx of trade hither, by lightening the duties in regard to this port.

Duties.—By Regulation, 1817, goods brought into Trincomalee, in any vessel arriving from Europe or America, and East India and Chinese goods brought direct from the place of growth or manufacture, or the ports at which commonly they are originally exported, are liable to only half duties. Bombay to be deemed a port of original export for goods the production of countries bordering on the Persian Gulph and the Red Sea; and Calcutta and Madras deemed ports of original export for goods the production of places to the eastward of the Bay of Bengal, except China. Goods thus imported are liable, upon re-exportation beyond the district of Trincomalee, for purposes of trade, whether by sea or land, to the duties remitted, subject to the same exceptions as stated at Columbo, when warehoused.

Articles the produce of the district of Trincomalee, which, by oath, appear to be returns for goods imported under this Regulation, are subject, upon exportation, to half duty only.

Regulations are the same as at Columbo, with these additions:—

All vessels lying in Back Bay are to come to an anchor within seven fathoms of water; beyond that depth double boat hire will be charged.

No goods are to be landed or shipped but near Mr. Neil's house, in the Inner Harbour, at present occupied as the cutcherry of the district, and by the Custom-Master, under penalty of confiscation.

Vessels are only permitted to land cargoes in Back Bay, between the 1st of April and the 25th of October, in each year; during the N. E. monsoon, they must land their cargoes in the Inner Harbour, at the place above pointed out.

Rates of Port Charges.

PILOTAGE.		BACK BAY. Rds.	Fs.	P.	INNER BAY. Rds.	Fs.	P.
A merchant vessel,	of 600 tons and upwards	50	0	0	100	0	0
Ditto	400 and under 600	40	0	0	80	0	0
Ditto	200 and under 400	27	0	0	54	0	0
Ditto	100 and under 200	15	0	0	30	0	0

Boat Hire, in Back Bay.

	Rds.	Fs.	P.
For every boat, landing or carrying off rice, wheat, or grain, per bag	0	1	0
And if employed landing or carrying off other goods, at the rate of tonnage of the boat in that proportion.			
For every leager of arrack, carried alongside, or landed from a vessel	1	0	0
For every leager of water carried alongside	2	0	0
For ditto, when filled and carried alongside by ship's own boats and crews, with permission of the Master-Attendant	1	0	0
For a ton of ballast, carried alongside	2	0	0
The same rates of boat hire are fixed for vessels lying in the Inner Harbour, if they lie in the anchorages near the town of Trincomalee; but if near Ostonbury, or in Clappenbury, French or Nicholson's cove, double the above rates are to be charged.			
If boats are detained the whole day, in shipping or landing cargo, so as to be able to make but one trip, they are to be paid double hire, according to the rates of their burthen in rice.			
For a boat employed in warping a vessel out or in	12	0	0
——————in carrying out or weighing an anchor	7	6	0
——————in clearing a cable	5	0	0
Donies landing or carrying off their cargoes, without using the boat attached to the Master-Attendant's department, or cargo of any kind, to pay per garce	1	0	0
Cingalese donies without riggers are exempted.			

Extra Charges.

Hire of an anchor per day	3	0	0
Ditto grapnel ditto	1	6	0
Hire of coolies and artificers:—Coolies unloading grain, and carrying it from Back or Dutch Bay, to Godowns in the little Bazar, per 100 bags	2	9	0

	Rds.	Fs.	P.
Ditto to Godowns in the town	4	6	0
Ditto from the Inner Harbour to Godowns on the Beach	2	0	0
Ditto to Godowns in the town	2	9	0
Weighing rice, gram, or wheat, on the beach	2	9	0
Unloading iron or iron hoops, per boat load of 70 bags of rice	4	6	0
From Back Bay or Dutch Bay, Inner Harbour	2	9	0
Unloading of other goods, per boat load, from Back Bay and Dutch Bay	4	0	0
From Inner Harbour	2	6	0

Unloading Sundries, as under:

Chest of claret	0	8	0
½ and ¼ chest in proportion.			
Pipe of Madeira	0	8	0
½ and ¼ pipe in proportion.			
Cask of beer	0	5	0
Bag of saltpetre	0	1	0
Ditto of sugar	0	1	0
Tub of sugar candy	0	0	2
Bale of cloth, large	0	4	0
Leager of arrack	0	5	0

From 6 *A. M. till* 3 *P. M.*

	ON SHORE.			ON BOARD.		
	Rds.	Fs.	P.	Rds.	Fs.	P.
Carpenter, per diem	0	10	0	1	0	0
Smith	0	10	0	1	0	0
Caulker	0	8	0	0	10	0
Painter	–	–	–	1	9	0
Workman under him	–	–	–	0	10	0
Coolies, each	–	–	–	0	6	0

Provisions and Refreshments.—There are several watering-places. The ships that take their water in Back Bay, fill it in the fort, where a wooden pier is built to facilitate the landing; and those who lie in the harbour, must fill it at the well in the town, where they will have a quarter of a mile to roll their casks. Refreshments for present use may be got here, but in small quantities, and not more than sufficient to supply two men of war. The only provisions to be had are beef, buffaloes, hogs, and a few fowls; little or no vegetables, and those very dear.

JAFFNAPATAM.—The fort and town are situated in latitude 9° 44′ N., and longitude 80° 15′ E. The former is a regular pentagon, with five bastions, furnished with broad ditches and an extensive glacis. It appears to be the most modern, and is by far the neatest and best constructed

fortress in Ceylon, extremely clean, and in a good state of repair. One side runs parallel to the strait which separates the peninsula of Jaffna from the rest of Ceylon; the other sides are environed by an open and well-cultivated plain. A large square occupies the centre of the fort, the interior of which is a plot of grass, enclosed with neat rails, and bounded by streets of excellent houses, shaded by majestic trees.

About half a mile to the E. stands the pettah, or outward town, containing several thousand inhabitants. All the streets are of a proper breadth, one half of them running parallel to each other, and the other half intersecting them at right angles. The houses are neat and clean, and the outer walls completely white. The principal street runs through the centre of the town. All the native inhabitants are included under the description of Malabars. About one half of them are Hindoos; the other half are nominal Christians, with a small proportion of Mahometans. Most of the Dutch families who formerly resided at Trincomalee, have removed to this place, which affords them cheaper living, and more agreeable retirement. The country is fruitful; a constant bustle pervades the daily markets, and a regular trade with the opposite coast of India affords many opportunities of improving a small fortune. This is the only district of Ceylon, the revenue of which exceeds its expences.

ARTICLES PROCURABLE ON THE ISLAND OF CEYLON, WITH DIRECTIONS.

Calaminder Wood, (*Caloumidirie*, Cingalese,) is the name given to a beautiful wood, that takes a polish as smooth as a looking-glass; it is so hard, that the common edge-tools cannot work it, and must be rasped and almost ground into shape. The heart or woody part of the tree is extremely handsome, with whitish or pale yellow, and black or brown veins, streaks, or waves; in the root these waves are closer and darker. The nearer it is taken from the root, the more it is esteemed, as higher up in the trees the veins are thinner and paler.

Cinnamon.—The cinnamon tree, *Laurus Cinnamomum*, (*Darchini*, Hind., *Darasita*, San.) is a species of laurel. The trees in their uncultivated state grow to the height of 20 to 30 feet; the trunk is about three feet in circumference, and puts out a great number of large spreading horizontal branches clothed with thick foliage. The roots are fibrous, hard and tough, covered with an odoriferous bark; on the outside of a greyish brown, and on the inside of a reddish hue. They strike about three feet

into the earth, and spread to a considerable distance. Many of them smell strongly of camphire, which is sometimes extracted from them.

The blossoms grow on slender foot-stalks, of a pale yellow colour, from the axillæ of the leaves, and the extremity of the branches. They are numerous clusters of small white flowers, having a brownish tinge in the centre, about the same size as the lilac, which it resembles. The flower is monopetalous, stellated into six points, has nine stamina, and one stile. It produces a fruit of the form of an acorn, in taste resembling the olive, and when dry, it becomes a thin shell, containing an oval kernel about the size of the seed of an apple. The smell of the blossom is not strong, but extremely pleasant, resembling a mixture of the rose and lilac. The fruit, when boiled in water, yields an oil which floats at the top, and answers for burning in lamps. When allowed to congeal, it becomes of a solid substance like wax, and is formed into candles. The smell of it is much more agreeable than that of coco-nut oil; but it is only used for these purposes in the interior of the island.

The appearance of this tree strongly resembles that of the *Laurus Cassia*, and the bark of the old wood possesses the same qualities. The cinnamon of Ceylon, however, is greatly improved by cultivation; and that which is most highly prized, is stripped from shoots of young trees.

The trees which are planted for the purpose of obtaining cinnamon, shoot out a great number of branches apparently from the same root, and are not permitted to rise above the height of ten feet. Those sprouts which are cut down to be barked, are of the thickness of a common walking-stick, and yield an incomparably fine cinnamon bark; and from these shoots come the sticks, which in appearance resemble those from the hazel-tree, but of which the bark has a cinnamon smell when rubbed. Cinnamon is barked in the woods at two different seasons of the year: the first is termed the grand harvest, and lasts from April to August; the second is the small harvest, and lasts from November to January. The barking is performed in the following manner:—A good cinnamon-tree is looked out for, and chosen by the leaves, and other characteristics. Those branches which are three years old, are lopped off with a common crooked pruning knife, from which the outside pellicle of the bark is scraped off; the twigs are then ripped up long ways with the point of a knife, and the bark gradually loosened till it can be entirely taken off. The smaller tubes or quills of it are inserted into the larger, and thus spread out to dry, when the bark rolls itself up still closer together, and is then tied into bundles, and finally carried off: each bundle is then bound round with rattans, and packed up, after having previously undergone an examination by tasting and chewing,

which is a very troublesome and disagreeable office: it is but seldom a person is able to hold out two or three days successively, as the cinnamon deprives the tongue and lips of all the mucus with which they are covered. Each bundle is then made nearly the length of four feet, and is weighed off subsequently to its being well secured. It is sewed in double gunnies, and when stowed in the ship's hold, loose black pepper is sprinkled over the bales, to fill up every hole and interstice, by which means the cinnamon is preserved in its original goodness.

The Dutch cinnamon inspectors divided the bark into the following kinds, *viz.*

I. The first and best sort of cinnamon, which is peculiar to the island, is called by the natives *rasse coronde*, or sharp sweet cinnamon.

II. Is called *canalle coronde*, which is bitter and astringent cinnamon. The bark of this tree comes off very easily, and smells very agreeably when fresh, but it has a bitter taste.

III. Is called *cappiroe coronde*, which implies camphorated cinnamon, because it has a very strong smell of camphire. This sort is only found in the interior.

IV. Is called the *welle coronde*, or sandy cinnamon; because, upon chewing it, one feels as it were bits of sand between the teeth; but in fact there is nothing sandy in it. The bark of this tree comes off readily; but it is not so easily rolled as other sorts are, being apt to burst open and unfold itself. It is of a sharp and bitterish taste, and the root of it produces but a small quantity of camphire.

V. Is called *sewel coronde*, or glutinous cinnamon. This sort acquires a very considerable degree of hardness, which the chewing of it sufficiently proves. It has otherwise little taste, and an ungrateful smell; but the colour of it is very fine, and it is often mixed with the first and best sort, the colour being much alike, excepting only that in the good sort, some few yellowish spots appear towards the extremities.

VI. Is called *nicke coronde*. The bark of this tree has no taste or smell when taken off, and is made use of by the natives only in physic, and to extract an oil, to anoint their bodies.

VII. Is called *dawel coronde*, which is drum cinnamon. The wood of this tree, when grown hard, is light and tough, and of which the natives make some of their vessels and drums. The bark is stripped while the tree is yet growing, and is of a pale colour. It is used in the same manner as the sixth sorth.

VIII. Is called *catte coronde*, or thorny cinnamon; for this tree is very prickly. The bark is somewhat like cinnamon in appearance, but the

leaves are different; and the bark itself has nothing either of the taste or smell of cinnamon. The natives use it in medicine.

IX. Is called *mael coronde,* or the flowering cinnamon, because this tree is always in blossom. The substance of the wood never becomes so solid and weighty in this as in the other cinnamon-trees before mentioned, which are sometimes eight, nine, or ten feet in circumference. If this ever-flowering cinnamon be cut or bored, a limpid water will issue out of the wound; but it is of use only for the leaves and bark.

The inhabitants of Ceylon say there is yet another sort of cinnamon, which they call *toupat coronde,* or the three-leafed cinnamon. This grows in the Candy country.

The cinnamon-tree flourishes only in a small portion of the island. It is confined to the S. W. angle, formed by the sea coast, from Negombo to Matura. The largest cinnamon plantation is situated in the vicinity of Columbo, and is upwards of twelve miles in circumference; others of a smaller size lie near Negombo, Calture, Point de Galle, and Matura, and all stretch along the sea coast.

The best cinnamon is known by the following properties:—it is thin, and rather pliable; it ought to be about the substance of royal paper, or somewhat thicker. It is of a light colour, and rather inclinable to yellow, bordering but little upon the brown: it possesses a sweetish taste, at the same time is not stronger than can be borne without pain, and is not succeeded by any after-taste. The more cinnamon departs from these characteristics, the coarser and less serviceable it is esteemed; and it should be rejected if it be hard, and thick as a half-crown piece; if it be very dark-coloured or brown; if it be very pungent and hot upon the tongue, with a taste bordering upon that of cloves, so that it cannot be suffered without pain, and so that the mucus upon the tongue is consumed by it when several trials are made of it; or if it has any after-taste, such as to be harsh, bitter, and mucilaginous. Particular care should be taken that it is not false packed, or mixed with cinnamon of a common sort.

The tonnage of cinnamon is calculated at 8 Cwt. to the ton.

Oil of Cinnamon.—This valuable oil is drawn from the broken and small cinnamon, which yielding but a small quantity of essential oil, that of cassia is in general substituted in its place. If the oil of cinnamon be genuine, and you dip the point of a penknife into it, it will not flame at a candle, but smoke; if it soon flames, it is adulterated with spirits of wine. If adulterated with an expressed oil, put a few drops into water, and shake it, when the essential oil will sink to the bottom, and the expressed oil float on the surface. Or drop it into a glass of brandy, and if good, it will

sink in a lump to the bottom, but if adulterated, part only will sink, and will leave an oil on the top of the brandy. Water and sugar mixed together are the strongest proof; one drop in a glass will make the glass above the liquor turn blue, which is a good sign.

Chank Shells, or the common conch shell, is an article of trade from Ceylon to the Coast of Coromandel and Bengal, where they are used in beetling the finer cloths manufactured there, and as wrist ornaments for the women, when sawed into narrow rings, and the edges polished. They are also met with at Chittagong and Aracan.

These shells are fished up by divers in the Gulph of Manar, in about two fathoms water. They are of a spiral form, and are chiefly exported to Bengal, where they are sawed into rings of various sizes, and worn on the arms, legs, fingers, and toes of the Hindoos. A chank opening to the right hand is highly valued by the natives of India, and being rarely found, sells for its weight in gold.

Pearls are found in the *Mytilus Margaritiferus*, a testaceous fish of the oyster kind; they are formed of the nature of the shell, and consist of a number of coats spread with perfect regularity one over another, in the same manner as the several coats of an onion, or like the several strata of stones found in the bladders or stomachs of animals, only much thinner.

Pearls are generally divided into oriental and occidental, more from their qualities than their place of produce, the oriental being reckoned the best. The principal oriental pearl fisheries are in the Gulph of Manar, the Persian Gulph, Sooloo Archipelago, and on some of the Japan Islands.

The Ceylon oyster banks are scattered over a space at the bottom of the Gulph of Manar, extending about 30 miles from N. to S., and 24 from E. to W. There are 14 beds; but they are not all productive, and not more than two or three can be fished in one season: the largest is ten miles in length, and two miles in breadth; the others are much smaller. The depth of water over the different banks varies from 3 to 15 fathoms, but the best fishing is found in from 6 to 8 fathoms. The pearl banks are about fifteen miles from the shore of Condatchy.

The pearl oysters in these banks are all of one species, and of the same regular form, but of different qualities and denominations, from the nature of the ground to which they are attached. The shape of the oyster is an imperfect oval, pretty nearly the same as that of the cockle, about 9½ inches in circumference, with a segment cut off by a straight line at the hinge, or point of union of the two valves. The body of the oyster is white, fleshy, and glutinous. The inside of the shell is brighter and more beautiful than

the pearl itself; the outside is smooth, unless when covered with corals, sponges, and other marine productions.

The pearls are commonly contained in the thickest and most fleshy part of the oyster, contiguous to one of the angles of the shell, close to the hinge. An oyster frequently contains several pearls: one has been known to produce 150, including the seed or dust pearls; and 100 oysters have been opened without yielding one pearl large enough to be of any estimation.

The pearl oyster is said to attain its maturity at the age of seven or eight years; after which its existence soon terminates, and its contents are washed away by the waves.

The fishery generally begins about the 20th of February. Sometimes Government fishes the banks at its own risk; sometimes the boats are let to many speculators; but most frequently the right of fishing is sold to one individual, who sub-rents boats to others. Although the contractor is conditioned to take the contract with all risks, yet if the speculation fail, Government is obliged to remit a full proportion of the rent.

The boats with their crews and divers come from Manar, Jaffnapatam, Nagore, Tuticorin, Travancore, and other parts of the Coast of Coromandel. They arrive completely equipped, and are open boats of one ton burthen, about 45 feet long, 7 or 8 broad, and 3 feet deep, having but one mast and one sail; and unless when heavily laden, do not draw more than 8 or 10 inches water. The crew generally consists of 23 persons, 10 of whom are divers, 10 munducs, or men to haul up the divers; 1 tindal, 1 steersman, a boy to bale out water, and a man to take care of the boat. To these is added a peon on the part of the renter, to guard against fraud.

The period the divers continue under water, in the depth of seven fathoms, seldom exceeds a minute, sometimes a minute and a half; but other persons, who are willing to allow the greatest latitude, say they never knew a diver remain under water more than two minutes. In ground richly clothed with oysters, a diver often brings up in his basket 150 oysters at a dip; but when they are thinly scattered, he frequently collects no more than five. One boat has been known to land in one day 33,000 oysters, and another not more than 300.

The oysters are generally allowed to remain in heaps for ten days after they are brought on shore, that time being necessary to render them putrid. They are not esteemed good to eat, being of a much fatter and more glutinous substance than the common oyster. When they are opened fresh, they are sometimes dried in the sun, and eaten by the lower classes of people.

After the pearls are separated from the sand, washed with salt water, dried, and rendered perfectly clean, they are sorted into classes, according to

their sizes, by being passed through ten brass sieves, or saucers full of round holes. The saucers are all apparently of one size, but made so as to go one within the other. They are distinguished into numbers, 20, 30, 50, 80, 100, 200, 400, 600, 800, and 1000. This is a kind of ratio to estimate the value of the different sizes of pearls; and probably the distinguishing numbers in some measure correspond with the quantity of holes in each bason. These completely occupy the bottom of the vessel; and as they increase in number, they necessarily decrease in size. The pearls are thrown in a promiscuous heap into the uppermost sieve, which being raised a little, and shaken, the greater part of them pass through into the second sieve, and only those remain which exceed a large pea in size. The second sieve is shaken in the same manner; the pearls that remain in it are of the size of a small pea, or grain of black pepper. The quantity of pearls gradually increases as the size diminishes. Those which fall through the tenth saucer (No. 1000) belong to the class of *tool*, or seed pearls, so called from the smallness of their size.

The pearls contained in the sieves 20 to 80 inclusive, are distinguished by the general name of *mell*, or the first order. Those of the sieves from No. 100 to 1000 are denominated *vadivoo*, or the second order. Both these orders are divided into various sorts, according to their shape, lustre, and other qualities, amongst which are *annees*, *annadaree*, *kayarel*, *samadiem*, *kallipoo*, *koorwel*, *pesul*, and *tool*.

Annees are the first sort, perfectly round, and of the most brilliant lustre.

Annadaree is a subdivision of them, possessing the same qualities in an inferior degree.

Kayarel is the next in beauty, but not so completely round, and of a duller colour. To this class belong the samadiem, which is nearly of the form of a pear, and the kallipoo, which has flat sides.

The koorwel, or third class, is a double pearl, ill-shaped, and of a dull water; to it may be added the pesul, the most deformed of all the pearls, and the tool, or seed pearl, the most diminutive.

The different descriptions of pearls are sent to different markets; but at the fishery all the kinds are generally sold mixed together, at 200 pagodas per pound.

The method of determining the price of the different sorts of pearls is regulated by an imaginary criterion, estimating the proportion of that quality which attaches to them the highest value. It has the appearance of being intricate and difficult, but is considered simple by those who understand it. Size, roundness, and brightness seem to be the qualities on which it depends.

The pearls are then drilled. The large ones are generally drilled first, in order to bring in the hand to work with more ease on the smaller size, and an expert workman in the course of a day will perforate 300 small, or 600 large pearls. They are then washed in salt and water, to prevent the stains which would otherwise be occasioned by the perforating instrument.

The next branch of the business is the arranging the pearls on strings; this is considered the most difficult operation in the profession of the pearl merchant, and is one in which very few excel.

The pearls of the largest size, being most costly, and esteemed as emblems of greatness, find a ready sale among the rich natives of the Nizam's dominions, Guzerat, and the other parts of India.

The finest annee pearls, from the size of the sieve No. 30, to that of No. 80, which make most beautiful necklaces, are sent to Europe.

A handsome necklace of pearls smaller than a large pea, costs from £170 to £300; but one about the size of a pepper-corn, may be procured for £15: the former pearls sell at a guinea each, and the latter at eighteen pence. When the pearls dwindle to the size of small shot, they are sold at a very trifling price.

The smaller sorts are sent to the markets of Hydrabad, Poona, and Guzerat; in which last-mentioned place, pearls of a yellow tinge are preferred to those of a pure white, being considered as having arrived at greater maturity, less liable to fade, and retaining their lustre to a longer period. The refuse and lower orders of all the pearls turn to good account in the China market, where those of superior value cannot be so readily sold.

Pearls are sometimes met with of various colours, of an exquisite silver-like brightness, transparent, semi-transparent, opaque, brown, and black.

Pearls from the fishery of Ceylon are more esteemed in England than from any other part of the world, being of a more regular form, and of a finer silvery white than the Persian pearl. They should be chosen round, of a bright lustre, free from stains, foulness, and roughness. They are sometimes brought to Europe undrilled, but are not of so much value as when drilled and strung; and the pearls should be as near as possible of an equal quality throughout each string.

The finest, and what is called the true shape of the pearl, is a perfect round; but if pearls of a considerable size are of the shape of a pear, as is not unfrequently the case, they are not less valued, as they serve for ear-rings and other ornaments; their colour should be a pure white, and that not a dead and lifeless, but a clear and brilliant one; they must be perfectly free from foulness, and their surface must be naturally smooth and glossy. Pearls that are rough on the surface, spotted, or dull in colour, irregular in

their shape, and not perfectly round, should be rejected. It is also an imperfection when they have large drilled holes, or are rubbed flat about the edges of their holes by long use. As no allowance is made for tassels, care should be taken that as little silk, &c. are in them as possible.

Of the smallest size, or seed pearl, the most diminutive is of more value than the middle size, provided it runs smooth, round, and of a fine silvery lustre. This kind being sold by the ounce, care should be taken that the tassels are very slight, as an allowance of £5 per cent. only is made in England, though the silk, &c. are generally much heavier.

Ceylon Stones.—Stones of various kinds are found on Ceylon, but the greater part of them are of a very inferior quality. The Moors carry on a considerable trade in them. All such stones as are transparent, and sufficiently hard to take a polish by grinding, are called precious stones. They are known by the following names:—

Ruby.—The ruby is more or less ripe, which, according to the Indian expression, means more or less high-coloured. The ruby is for the most part blood red; the deeper red the colour, the larger the stone, and the clearer it is, without any flaw, so much greater is its value; however, they are seldom found here of any considerable size: for the most part, they are small, frequently of the size of particles of gravel, grains of barley, &c. The higher the colour, the clearer and more transparent they are.

Amethysts.—These stones are sometimes found of a large size, but generally very small; the larger their dimensions, the paler and less coloured they are, and therefore less valued and esteemed. The small are of the deepest colour, but notwithstanding of no great value. The dearest and most valuable are those which are high-coloured, without flaws, and of some tolerable size.

Robals are dark-coloured stones, darker than the ruby, and not so hard. They are found mostly in small pieces, are cut for setting in rings, and are frequently exposed to sale for rubies.

Hyacinths are small yellowish brown, or reddish stones, which, as well as robals, are frequently offered for sale under the denomination of rubies.

Cinnamon Stone in some measure resembles the oil drawn from the best and finest cinnamon; it is not, however, always alike, but more or less pale, or of a deep orange colour. These stones are seldom found of any considerable size in a perfect state; but in general, even the small ones, cracked longways and across, which destroys their clearness, and renders them unfit for cutting.

Cat's Eye, a very hard stone, which approaches more or less to white, or green, and is semi-diaphanous, with a streak of the breadth of a line in the middle, which is much whiter than the stone itself, and throws its light to what side soever it is turned. In this respect therefore it resembles a cat's eye. The largest is of the size of a hazel-nut; others are found much smaller. In its rough state it seems to have no angles nor signs of crystallization. Its value is in proportion to its size and purity. One of the size of a nut, without flaws and imperfections, is sometimes valued at 50 or 60 rix-dollars. They are cut convex and oblong, without faces, so that the streak which intersects them comes in the middle, and they are afterwards set in rings, which are worn by the natives.

White Crystal is found both crystallized and worn smooth by the water; is in uneven, flat, and long pieces, full of pits and hollows; the colour is clear, more or less of a watery hue or shining white; it sometimes is found in lumps of six inches in diameter.

Yellow Crystal is nearly the same as white, with this distinction, that it appears of a disagreeable yellow colour; it is seldom if ever crystallized, but always worn down smooth by the agitation of the water into round pieces, with a rough knobby surface.

Brown Crystal is distinguished by its being of a blackish cast, or that of pale ink. When laid upon any substance, it does not seem to be transparent, but may be seen through if viewed against the light. The pieces are the size of a walnut, and are cut into buttons and other uses.

Black Crystal is quite black and shining, but not transparent; some pieces are as large as a walnut, others as small as a pea. They are cut and polished for buttons, and bear a great resemblance to jet; it is very common, and of but little value.

Jargoon, or Zircon, is a kind of stone of the nature of a diamond, but much softer; according to some lapidaries, the jargoon comes next in hardness to the sapphire; and as they have, when cut and polished, a great resemblance to the diamond, they are made up in various kinds of jewellery; they are generally very small, of a smooth surface, and a bright shining lustre. The larger they are, the more they are esteemed.

Blue Sapphire.—Sometimes these are so pale, that they almost exhibit the appearance of water, but generally they are of a dark blue, uniformly coloured, and of round and various other shapes; they are sometimes to be met with as large as a hazel-nut, but most of them are much smaller.

Green Sapphire occurs of a bright green, a greenish, and a palish white colour, and is a genuine sapphire.

Water Sapphire, a stone which very much resembles white crystal, but when viewed against the light, is both clearer and whiter; it is especially distinguishable by its hardness, in which it surpasses the crystal, and is much dearer. The largest are of the size of a walnut.

Red Tourmalin, when laid upon a table, appears dark and opaque, but being held against the light, is of a pale red hue. They are sometimes as large as a pea, but most of them about the size of a grain of rice, and frequently damaged and imperfect; the colour is in general equally distributed.

Green Tourmalin is of a dark hue, sometimes bordering upon yellow, sometimes upon blue, most frequently upon black; it is in not a few instances transparent, and in others covered with an opaque surface; it is in thick and thin pieces of irregular forms, sometimes as large as a walnut, sometimes as small as groats. The green, or chrysoprase, is beautiful, of a grass-green colour, clear and transparent, and is used for cutting. This is properly called the green tourmalin.

Yellow Tourmalin is called likewise tourmalin topaz, because it sometimes bears a great resemblance in colour to the topaz; in appearance it is very much like amber; some are more saturated or ripe, almost of an orange colour; some are of a paler, and some of a whitish yellow. They are cut for the purpose of setting in rings, and are frequently handsome.

White Tourmalin.—It is more or less white, almost always the colour of milk, so that its transparency is not perfectly clear. It is often found in pieces, which have spots or streaks in them. It is cut for setting in rings, and among the most common stones in Ceylon.

Taripo is the name given in Ceylon to a white stone, which in all probability is nothing more than white crystal; its colour is pure white, or somewhat of a watery cast, but not so clear and transparent as the crystal. It is always in shapeless lumps, and is cut for setting.

Topaz.—This is in general a beautiful transparent stone, of a shining gold colour, met with in various parts of the world, in the Brazils, Ceylon, and Madras; they should be chosen large, of a bright deep colour, free from cracks, flaws, or clouds; those that have a reddish tinge should be rejected.

SECTION XVIII.

COAST FROM CAPE COMORIN TO MADRAS.

THE Coast of India from Cape Comorin to Point Ramen, which forms the N.W. side of the Gulph of Manar, is called the Tinnevelly Coast. It is only frequented by small coasting vessels. Point Ramen is in some degree connected with the Island of Ceylon by a narrow ridge of sand and rocks, called Adam's Bridge.

TUTICORIN, the principal place on this part of the coast, is in latitude 8° 47′ N. longitude 78° 15′ E. The town is large, open, and well-built, adorned with several large buildings of stone, particularly some churches erected by the Portuguese. Considerable quantities of piece-goods are manufactured here and in the neighbouring villages. Between Tuticorin and Ceylon are numerous sand-banks. A pearl fishery is carried on here, though at present not very productive, and considerable quantities of chank shells are exported from hence.

TRADE.—The commerce between this part of the coast and Madras in piece-goods, grain, &c. is considerable.

In this district are manufactured calamaganzies, aunni-ketchies, and putton-ketchies. These cloths are made of a hard long-grained cotton, are of an even, regular texture, and resemble European linen more than any of the Indian cloths. They are preferable to the long-cloths manufactured in the Circars, and are cheaper by at least 30 per cent.

The coast from Cape Ramen to Point Calymere comprehends the provinces of the Marawars and Tondiman; the principal towns on the coast are Tondy and Cottapatam, frequented only by small coasters. On Point Calymere, which is in latitude 10° 18′ N., longitude 79° 58′ E., are two remarkable pagodas. About half a mile to the N. of them is a small river, and on its banks stands a large village, where a considerable trade is carried on in tobacco, rice, piece-goods, &c.; the river has a bar, so that only small vessels can enter. The kingdom of Tanjore commences to the S. of Point Calymere, and extends to the N. as far as the Coleroon River.

NEGAPATAM.—The fort is in latitude 10° 45′ N. and longitude 79° 54′ E.; it is a regular pentagon with wet ditches, and the whole of the fortifications are strong, and in good repair. The town is situated to the N. of the fort, near which is a river capable of receiving small country vessels, which has two entrances, one to the N. and the other to the S., the land between them forming an island; the boats use the windward entrance in passing out, and the leeward one in returning, according to the monsoon. On the N. side of this river is a strong battery, to which boats entering, must go within the length of their oars, and the landing-place is close to it. There is a bar at the mouth of the river, which in bad weather breaks very much, and becomes dangerous.

The common anchorage in the fair season is abreast the fort in 5 fathoms, 1½ to 2 miles off-shore. In unsettled weather it is prudent to anchor further out in 6 or 7 fathoms, the flagstaff bearing W. ½ S., and the highest of the five pagodas at Nagore N. W., which is good holding ground.

Provisions and Refreshments.—The watering place is about half a mile up the river, at a large tank entirely commanded by the fort. The watering here would be both troublesome and tedious without the assistance of the natives and their boats. Fresh provisions for present use may be got here, with vegetables and fruit, sufficient for a fleet of ships, and also rice; but fire-wood is a scarce commodity.

NAGORE.—About four miles from Negapatam, in latitude 10° 49′ N. longitude 79° 54′ E., are the five white pagodas of Nagore; they are excellent sea-marks for distinguishing the river, which is close to them on the N. side, where a great trade is carried on in piece-goods, rice, &c. The river has a bar, on which are eight feet at high water, spring tides. The anchorage in Nagore Road is about 2½ miles off the entrance of the river, in 5 or 6 fathoms, the five pagodas bearing W. S. W., or W. by S. The coast is low, and at times inundated near the mouth of the river.

KARICAL is in latitude 10° 52′ N., and longitude 80° 8′ E. This settlement, with the places depending on it, belonged to the French, and was granted to them by the King of Tanjore in 1739; and in 1745, a number of villages was added to it. In the wars between the English and French it frequently changed masters. It carries on a great trade in piece-goods and rice. Two rivers, both navigable branches of the Cavery, run through this district, and fertilize the country, which abounds in rice and other provisions. The town is on the N. side of the fort, separated by an esplanade, and is large, spacious, and well-built. The marks for anchoring vary according to the monsoon: in the S. one bring the flagstaff to bear W. S. W. in 5 or 6 fathoms; and in the N. monsoon it is to be brought to

bear W. By this means the passage becomes easier to boats passing to and from the shore.

TRANQUEBAR, the principal settlement belonging to the Danes in the East Indies, is in latitude 11° 1′ N. and longitude 79° 55′ E. The town is upwards of two miles in circumference, the streets broad and straight, and the houses very neat, the whole surrounded with a good stone wall, having several bastions well provided with artillery. Before the gate that leads into the country stands a fine citadel. The fort towards the sea is well-built, and regular, remarkable for its extraordinary whiteness, being visible at a great distance. The district belonging to the town is of considerable extent, full of villages, many of them large and well-built, and the principal one is thought to contain as many inhabitants as the town of Daneburgh, and several mosques and pagodas.

Trade.—The commerce here is trifling. The natives trade with the coasts of Pegu, Sumatra, and other places.

Coins.—Accounts are kept here in rix-dollars of 12 fanams; and also in rupees of 8 fanams, each fanam equal to 80 cash.

The rix-dollar is imaginary money, and 18 per cent. below the Danish current rix-dollar; its value therefore is 37¾d.

The coins are silver rupees, double and single fanams, and copper dudus, or cash.

The value of the Tranquebar rupee will be 24⅞d. sterling; as the coinage is so regulated, that 1302 are worth 600 old Spanish dollars, weighing 43 lbs. 7 oz. 2 dwts. troy.

Star pagodas are worth about 34 fanams, and Spanish dollars from 19 to 21 fanams.

Weight.—The maund weighs 68 lbs. Danish, or 74½ lbs. avoirdupois.

DEVICOTTA.—This fort is situated on a small island just within the entrance of Coleroon River, in latitude about 11° 22′ N., which has within its bar water sufficient for large ships. The fort is strong, and built of brick.

PORTO NOVO is in latitude about 11° 29′ N. and longitude 79° 49′ E. It was formerly a place of considerable trade, where the French and Dutch had factories. Here is a river navigable only for small country vessels. Fresh water is filled out of a tank a little way up this river; but it is brackish, bad, and apt to give the flux. The road of Porto Novo, by being sheltered to the S. E. by the Coleroon Shoal, is by far the smoothest and safest on the Coromandel shore. Here you may anchor in six fathoms, the flagstaff W. ½ N., 2 miles off-shore, and the southernmost of the Chalambaram pagodas S. W.

Coins.—Accounts are kept in collums of paddy, or in chuckrums. The collum is a measure which is between 70 and 80 quarts, but varies in different parts. The medium price of a collum of paddy is 3½ gold, or 7 silver fanams, about 1s. 4d. sterling; so that 100,000 collums of paddy, at the afore-mentioned price, will produce 15,555 star pagodas, 25 fanams.

In the Tanjore country the star pagoda is valued at 45 Madras, or silver fanams; 1 chuckrum is equal to 20 Madras, or 10 gold fanams; 2 chuckrums and 1 fanam are equal to 1 Porto Novo pagoda.

The Porto Novo pagoda passes current at Madras for 37½ Madras fanams. 100 Porto Novo pagodas are reckoned 83⅓ star pagodas, and 100 star pagodas equal to 120 Porto Novo pagodas. In the Company's accounts the Porto Novo pagoda is reckoned at 36 fanams.

CUDDALORE is about three leagues to the N. of Porto Novo, in latitude 11° 43′ N., and longitude 79° 50′ E. The river is small, shut up by a bar at the entrance, and navigable only by boats. The town extends about three-quarters of a mile from N. to S., and about half a mile from E. to W. Three of its sides are fortified: that to the sea is for the greater part open; but the river passing between Fort St. David and the town, flows, just before it gains the sea, along the E. side of the town, of which, whilst it washed the skirts on one hand, it was on the other separated from the sea by a mound of sand, which the surf throws on the shore in most parts of the coast. It is very populous, and a place of some trade. A little above the town stands Trivada pagoda, which forms a citadel to a large pettah, or town. The marks for anchorage are the flagstaff N. W. and Fort St. David N. N. W. off-shore about 1½ mile. Fort St. David is about a mile to the N. of Cuddalore. In this district are manufactured dimities, and various descriptions of piece-goods.

PONDICHERRY, in latitude 11° 56′ N., and longitude 79° 54′ E., is built in a circular form on the borders of the sea, and strongly fortified. It is divided into two parts, the Black Town and the White Town; the latter spreads along the sea-coast, and is again divided into two parts, the N. and S. The tower bearing the flagstaff is in the middle, and separates the two quarters. The Black Town is separated from the White by a ditch running through the whole extent of Pondicherry; it reaches to the ramparts, and contains a population of nearly 80,000 souls, and a cathedral belonging to the Jesuits. The White Town is very inconsiderable. Its length comprehends the whole front of the place on the sea-shore; but its width from the shore to the ditch, which separates it from the Black Town, is not more than 300 toises; this space is filled with handsome houses, but few of them

are more than one story high. It contains a parish church, the duty of which is performed by the Capuchins of the French mission.

COINS.—Accounts are kept in pagodas, fanams, and cash; 60 cash making 1 fanam, and 24 fanams 1 pagoda. The coins current are gold pagodas, silver rupees, and fanams; also copper cash or dudus, thus divided:—

26 Dudus............	equal to	1 Fanam.
24 Fanams	"	1 Pagoda.

There are various kinds of pagodas current here, and nearly all of the same weight. That of Pondicherry was originally equal in value to the star pagoda; but its standard has been considerably lowered; it passes for $3\frac{1}{2}$ rupees, though the exchange varies from 350 to 360 rupees per 100 Pondicherry pagodas. The exchange for Spanish dollars is from 210 to 215 rupees per 100 Spanish dollars.

WEIGHTS.—Gold and silver are weighed by the seer, pagoda, rupee, and fanam. A seer weighs $24\frac{3}{8}$ rupees, $81\frac{1}{4}$ pagodas, or $731\frac{1}{4}$ fanams; a rupee weight is equal to 30 fanams, or 480 nellos; a pagoda weight is 9 fanams, or 144 nellos: thus 3 rupees are equal in weight to 10 pagodas.

$71\frac{1}{2}$ pagodas weigh a French mark, or 3778 English grains, so that the seer contains 4293 grains.

The commercial weights are the candy of 20 maunds, each maund 8 vis. The Pondicherry maund is 25 lbs. 14 oz. $5\frac{1}{2}$ drs. avoirdupois.

MEASURES.—Rice, and all other sorts of grain, are sold by the garce of 600 marcals; and 100 marcals are nearly 18 English bushels. The garce thus equals $13\frac{1}{2}$ English quarters.

ALLEMPARVA, OR ALLUMPAROA.—This fort is to the N. of Pondicherry, in latitude 12° 46′ N., longitude 80° 4′ E. It has many wells of good water, which are not to be found in all parts of the coast near the sea. The pettah extends along the coast to the N.

SADRAS, about seven leagues N. N. E. from Allemparva River, is in latitude 12° $31\frac{1}{2}$′ N., longitude 80° $13\frac{1}{2}$′ E. The fort and town are now in a ruinous condition. About seven miles to the N. of Sadras, in latitude 12° 36′ N., longitude 80° 15′ E., are the *Seven Pagodas* or *Mahabalipooram*, containing some curious antiquities.

MELIAPOUR, or St. Thomé, is about three miles to the S. of Madras. This town, which lies close to the sea-side, is almost a heap of ruins. There are some churches, especially a cathedral, the see of a Bishop suffragan to Goa, and in whose diocese are all the Portuguese churches on the Coast of Coromandel.

Inland there are high mountains, the northernmost of which is known from the others round it by being rounder and flatter, with a church built on its top. This is called St. Thomas's Mount, in the neighbourhood of which are the country houses of many of the European residents in Madras.

SECTION XIX.

MADRAS.

MADRAS, or Fort St. George, our principal settlement on the Coast of Coromandel, and to which all the others, and some on the Malabar Coast, are subordinate, is in latitude 13° 4′ 45″ N., and longitude 80° 20′ 53″ E. It is the seat of a Governor and Council, subject to the controul of the Governor General.

Madras is divided into two parts, the Fort, or White Town, and the Black Town. The Fort stands close to the sea-side, and is one of the best in the possession of the British nation; although not of so regular a design as Fort William at Calcutta, yet, from the greater facility of relieving it by sea, and the natural advantage of the ground, it may on the whole be deemed at least equal to it.

In the middle of the fort stands the old or original fortress, erected on the first arrival of the English here; it is about 100 yards square, surrounded with battlements, having four bastions and two gates; one to the W., where the main guard is kept; the other to the E., facing the sea. This building is now converted into the offices of Government, and the town residences of many of the Company's civil servants. To the N. of the old fort stands the exchange, which is a magnificent building; on the top is a lighthouse, which is of essential service to ships coming into the roads in the night. The light is 90 feet above the level of the sea at high water; it may be seen from the decks of the Company's ships above 17 miles, and from their mast-heads near 26 miles. The S. part of Pulicat Shoal bears from it N. by E. ¾ E., distance 13 miles. To keep clear of the shoal, the light should always bear to the W. of S. S. W. ¼ W.

There are many large and handsome houses within the fort, but the Company's servants and merchants generally reside in the country; they repair to the fort in the morning for the transaction of business, and return home in the afternoon. Madras has been greatly improved within a few years past; it now contains three churches, besides several chapels.

The Black Town is to the N. of the fort, separated by a spacious esplanade; it is near four miles in circumference, and surrounded with fortifications sufficiently strong to resist the attempts of cavalry to surprise and plunder it. This town is the residence of the Gentoo, Moorish, Armenian, and Portuguese merchants, and of those Europeans who do not hold situations under the Government. The custom-house, and the houses of some of the merchants at Black Town, are large and elegant buildings; these, with the pagodas and temples, have a grand appearance from the sea.

To the S. of the fort stands the country residence of the Governor; and a short distance to the S. of that is Chepauk, the palace of the Nabob of Arcot. The surrounding country is called the Choultry Plain, and is covered with the houses and gardens of the Europeans, most of them large and beautiful; and from the superior quality of the chunam, or mortar, used in their erection, have an appearance of being built with marble.

The Choultry Plain commences about a mile and a quarter S. W. of Fort St. George, from which it is separated by two rivers. The one, called the River of Triplicane, winding from the W., gains the sea about 1000 yards to the S. of the glacis; the other, coming from the N. W., passes the W. side of the Black Town, the extremity of which is high ground, which the river rounds, and continues to the E., until within 100 yards of the sea, where it washes the foot of the glacis, and then turning to the S., continues parallel with the beach, until it joins the mouth and bar of the River of Triplicane. From the turning of the river at the high ground, a canal striking to the S. communicates with the River of Triplicane. The low ground, included by the channels of the two rivers and canal, is called the Island, which is near two miles in circumference. About 1200 yards from the strand of the sea is a long bridge, leading from the island over the Triplicane River, to a road which continues S. to the town of St. Thomé. Another bridge over the canal leads to the W., and amongst others, to a village called Egmore; from which this bridge takes its name. Coming from the S. or W., these two bridges afford the only convenient access to the Fort or White Town, excepting another along the strand of the sea, when the bar of the Triplicane River is choked with sand. All the ground between the St. Thomé Road and the sea is filled with villages and enclosures; and so is that on the left, for half a mile towards the Choultry Plain, from

which a road and several smaller passages lead through them to the St. Thomé Road.

The Choultry Plain extends two miles to the W. of the enclosures which bound the St. Thomé Road, and terminates on the other side at a large body of water called the Meliapour tank, behind which runs, with deep windings, the Triplicane River. The road from the mount passes two miles and a half under the mound of the tank, and at its issue into the Choultry Plain is a kind of defile, formed by the mound on one side, and buildings with brick enclosures on the other.

As a heavy surf breaks high on the beach, the country boats are employed on all occasions where communication with the shore is requisite. The boats belonging to ships in the roads frequently proceed to the back of the surf, where they anchor on the outside of it, and wait for the boats from the beach to carry on shore their passengers, &c. It frequently happens, when the weather is unsettled, with a heavy swell rolling in, that the surf is so high as to make it dangerous for any of the country boats to pass to or from the shore ; when this is the case, a flag is displayed at the beach-house, which stands near the landing-place, to caution all persons on board ships against landing, which should be carefully attended to ; for numerous lives have been lost at different times through the temerity of Europeans proceeding to pass through the surf, in defiance of the admonitory signal.

The road is open to all winds, except those from the land, and there is generally a heavy swell tumbling in from the sea, making ships roll and labour excessively. Large ships generally moor in nine fathoms, with the flagstaff W. N. W. about two miles from the shore.

From the beginning of October to the end of December is considered the most dangerous season to remain in Madras Roads, or at any other ports on the Coast of Coromandel, being subject to hurricanes ; but if a ship kept in good condition for putting to sea on the first appearance of a gale, takes advantage of the N. W. wind, which at the commencement of a hurricane blows off the land for three or four hours, there is but little danger to be apprehended ; yet many ships, by neglecting to put to sea, have been lost, and their crews perished.

The Government of Fort St. George, and the possessions under this Presidency, are vested in a Governor and three Counsellors ; vacancies therein are to be supplied by the Court of Directors, the members of Council being taken from the senior merchants, of twelve years' residence in India. If the Court of Directors neglect to fill such stations within two months after the notification of their vacancy, the King may appoint thereto, and such to be recalled only by the King. The Court of Directors may make provisional

appointments, but no salary is to be paid till the parties are in the actual possession of the office ; and if a vacancy of Governor occurs when no provisional successor is on the spot, the Counsellor next in rank is to succeed, till a successor arrives, or a person on the spot is appointed. During this interval, if the Council should be reduced to one member only, besides the acting Governor, he may call a senior merchant to act as a temporary Counsellor till the arrival of a Governor, or a fresh appointment be made: the salaries are only to be paid for the periods the offices are held, although no provisional successor be on the spot. The Commander in Chief is not to succeed as Governor, unless specially appointed so to do. If a vacancy occurs in the Council, and no provisional Counsellor be present, the Governor and Council may appoint a Counsellor from the senior merchants. If the Governor and Commander in Chief are different persons, the latter may be appointed by the Directors the second in Council. The Commander in Chief of India, not being the Governor General, is to have a seat in Council when at Fort St. George. The local Commander in Chief is to have a seat also while the Commander in Chief of India may be present, but not to have a vote.

When in Council, to proceed in the first place to matters proposed by the Governor ; and on any question of the Counsellors, the Governor may twice adjourn the discussion for forty-eight hours. All proceedings to be stated as made by the Governor and Council, and signed by the Chief Secretary.

If the Governor differs in opinion with the Council, after they shall have stated their opinions in writing, he may direct such measures thereon as he may see fit, on his own responsibility, so that such measures could have been legally effected with the consent of the Council; but these powers are not to be exercised by Governors succeeding in consequence of death, &c. except provisionally appointed, or confirmed by the Directors. While Governors are acting previous to confirmation, all questions are to be decided by a plurality of voices, the Governor having the casting vote ; but in no case to act against the opinion of the Council in judicial matters, or in regulations for the good order of civil government, &c.; nor by his own authority to impose any tax, &c. When the Governor General may be at Fort St. George, the powers of the Governor there are to be suspended (except in judicial proceedings) from the proclamation of the Governor General's arrival, to the proclamation to the contrary, or until his departure ; the powers of Government during this period are to be vested in the Governor General, the Governor sitting and acting as a Member of Council.

The Governor and Council are to obey the orders of the Governor

General, &c. except they may be repugnant to the orders of the Court of Directors; the Governor General, &c. finally deciding as to the application of those orders. The Governor and Council cannot declare war, &c. but in consequence of orders from Bengal, or from the Court of Directors; and are to make all treaties (if possible) subject to the ratification of the Governor General, &c., and are also to inform the Supreme Government of all things material to be communicated, and also of such as may be required of them.

A Supreme Court of Judicature is established at Madras, consisting of a Chief Justice and three other Judges, who are to be Barristers of not less than five years' standing, to be named by the King. The salary of the Chief Justice is £6000 per annum, and each of the other Judges £5000 per annum (in lieu of all fees), to be paid at the exchange of 8s. per pagoda, to commence, when appointments take place in England, on the day of embarkation; and when in India, on the entering upon the duties of the office. After seven years' service in India, if the Judges of the Supreme Court return to Europe, the King may direct to be paid out of the Territorial Revenues, to the Chief Justice not more than £1600, and to each of the other Judges not more than £1200 per annum, so that no allowances be made exceeding together the salary of a Puisne Judge. The salaries of the Judges to cease on their quitting India.

TRADE.—The commerce of this Presidency is of a more limited nature than that of the others. One cause is the want of a secure port for shipping on the Coromandel Coast. A very copious Report upon the Madras Trade is annually prepared and sent home to the Court, occupying sometimes six folio volumes. But Mr. PRINSEP has shewn (*Remarks on the External Commerce of Bengal*) that the Indian Trade Reports (though he does not specifically include Madras) are altogether unavailable for mercantile information, by reason of the principles adopted in computing the values of imports and exports. The original author of this Work, (the late MR. MILBURN) in a MS. note inserted in his interleaved copy of the first edition, confirms the statement of Mr. PRINSEP. He says, "Unfortunately, the records of Fort St. George and Bombay are too inaccurate to place any sort of reliance on the information to be derived therefrom."

The commerce is arranged in the Reports under the following heads:—I. To and from Great Britain (exclusive of the Company's trade); II. To and from foreign Europe; III. To and from America; IV. To and from British Asia; V. To and from foreign Asia, and various places, including the East Coast of Africa, New Holland, Cape of Good Hope, &c.

The following official Statement of the external Trade of the Presidency, for the four years ending 1820-21, is extracted from the Appendix to Mr. Prinsep's Work:—

	PORTS.	1817-18.	1818-19.	1819-20.	1820-21.
Imports.	Fort St. George ....Rs.	71,68,480	55,46,883	43,52,878	45,63,899
	Malabar and Canara	9 ,88,380	12,68,663	12,13,693	12,56,689
	Subordinate Ports...............	12,05,285	12,23,115	11,79,956	8,57,807
	Total of Merchandise...	93,62,145	80,38,661	67,46,527	66,78,395
	Fort St. George................	10,51,095	19,37,427	13,00,235	19,33,850
	Malabar and Canara...........	15,49,946	16,62,387	23,12,571	19,87,493
	Subordinate Ports...............	4,49,194	2,97,829	4,11,459	4,48,300
	Total Treasure...	30,50,235	38,97,643	40,24,265	43,69,643
	Grand Total Imports...	1,24,12,380	1,19,36,304	1,07,71,092	1,10,48,038
Exports.	Fort St. George..................	38,90,230	41,30,346	30,90,661	30,95,198
	Malabar and Canara...........	46,56,710	48,85,656	55,47,363	57,53,232
	Subordinate Ports...............	31,11,156	29,44,745	30,03,752	28,20,259
	Total Merchandise ...	1,16,58,096	1,19,60,747	1,16,41,776	1,16,68,689
	Fort St. George..................	3,32,681	2,74,166	4,55,551	63,643
	Malabar and Canara...........	1,64,368	98,674	71,109	87,843
	Subordinate Ports...............	1,616	10,230	3,267	—
	Total Treasure...	4,98,660	3,83,070	5,29,927	1,51,486
	Grand Total of Exports...	1,21,56,756	1,23,43,817	1,21,71,703	1,18,20,175
	Aggregate of Import and Export...	2,38,14,852	2,42,80,121	2,29,42,795	2,28,68,213
Amount of Native Piece-Goods exported from the Presidency of Madras.	From Vizagapatam.......	—	2,78,041	1,98,537	75,621
	Ingeram	—	5,71,764	5,23,972	6,46,879
	Masulipatam	—	7,445	42,178	40,340
	Madras	—	22,02,152	16,25,872	18,01,574
	Cuddalore	—	3,37,567	4,90,405	5,20,944
	Nagpore	—	3,53,919	4,88,035	3,59,650
	Ramnad	—	86,228	92,866	62,493
	Tinnevelly	—	1,88,891	1,90,644	1,61,783
	Malabar.............	—	4,96,237	8,43,739	7,40,622
	Canara........	—	33,536	52,779	55,202
	Total...	—	45,54,780	45,49,027	44,65,108

The products within the Presidency being comparatively few, the external trade consists chiefly of Foreign merchandise, imported by sea, and brought from the interior. Piece-goods compose the Company's staple export. The inland trade of the Coromandel Coast, and the Northern Circars, is carried on through the various passes leading into the Mahratta country. Hydrabad is partly supplied with merchandise of various kinds from Masulipatam, and partly from Surat. Previous to the last Mysore war, a market at Fort St. George was held only one day in the week; at present it is held daily, for the convenience of merchants in Mysore, and from various parts of the Deckan; to which places, Bengal manufactures are transported principally by land carriage.

Port Regulations.—A notification shall be sent by the Collector of Customs, through the Master-Attendant, to the Commanders of all ships coming into the roads, requiring them to transmit a true and complete manifest of all the goods and merchandise laden on board, agreeably to an established printed form; which, if necessary, shall be verified on oath.

No articles shall be shipped or landed without a permit, or after 6 P. M.

Any merchandise landed, or attempted to be landed, before the manifests shall have been regularly entered at the office of the Collector of Customs, and a permit obtained; and all goods or merchandise landed, or attempted to be landed, that may not have been inserted in the manifest, shall be charged with double duty; or in the event of its being proved to the satisfaction of the Board of Revenue, that the goods were attempted to be landed with a view of defrauding the customs, they shall be liable to confiscation.

All goods (except such as may be shipped or landed on account of the Honourable Company) shall be shipped or landed at the ghaut opposite to the custom-house. Goods or packages shipped from, or landed at, any other place, shall be charged with double duty.

All officers of Government having orders to ship or land goods, stores, or other articles, the property of the Honourable Company, shall apply to the Collector of Customs for a permit to land or ship such goods, stores, or other articles, and shall furnish to the Collector an invoice of the whole of the articles which may be shipped or landed under such permit.

All goods (except belonging to the Company) on being landed, shall be immediately brought to the custom-house; and when required to be passed, a written application in the following form shall be made for that purpose to the Collector of Customs. Applications made in any other form will not be attended to.

To the Collector of Customs.

Please to permit the under-mentioned goods to pass the Custom-house on account of, Sir, your obedient servant, A. B.

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Date.	No. and nature of packages.	Name of Vessel.	Under what Colours.	Whence imported.	Sorts of Goods.	Quantity of Goods.	Rates.	Total Value.
						N. B. These are to be left blank, and filled up from the public tariff.		

If the duty on the goods specified in the application shall have been paid, or satisfactory security given for the payment, the Collector of Customs, or his Deputy, shall subjoin his permit to "weigh," or "examine;" or if no duty shall be chargeable, to "pass," such goods.

Goods attempted to be conveyed away from the custom-house without a permit, or goods differing from those specified in the permit, attempted to be carried away under such permit, shall be charged with double duty;

or in the event of its being proved to the Board of Revenue that the goods were attempted to be carried away with an intention of defrauding the Revenue, such goods shall be liable to confiscation.

Betel, tobacco, ganjah, bang, and goodauck, smuggled, or attempted to be smuggled, shall be liable to seizure, and to confiscation, or to double duty, as may be determined by the Board of Revenue on a consideration of the case.

The duty on liquors, or other articles of merchandise imported, which shall be stated to be sour or damaged, shall be levied at the rates prescribed, on the amount of the sales by public auction at the custom-house, provided the importer shall consent to the sale of such liquors, or other articles of merchandise; otherwise on the value computed at the tariff prices.

Goods attempted to be shipped without permission of the Customs, to be applied for in the following form, are liable to a duty of 6 or 8 per cent., according to the country of the ship:—

To the Collector of Customs.

Please to permit the under-mentioned goods to pass the Custom-house, on account of, Sir, your obedient servant, A. B.

Date.	No. and nature of packages.	Name of Ship.	Under what Colours.	Whither bound.	Sorts of Goods.	Rates of Manufactures or Produce.	Quantity of Goods.	Rates.
						These to be filled up from the tariff.		

The Collector is allowed a commission of 5 per cent. on the amount of duty collected on imports and exports, or computed on goods imported or exported free; and where goods become chargeable with the additional duty, 5 per cent. thereon.

Exemptions from Commission as well as Duty:—Goods, the property of the East India Company; treasure, and horses, whether imported or exported.

Manifest of cargo must be lodged with the Collector, and a certificate produced from the Boat-Paymaster, that he has no demand, before a port-clearance can be granted to a ship clearing outwards.

Note.—Europeans, not in the King's or Company's service, and Americans, proceeding by sea from ports in the Presidency on private vessels, must register their names, &c. with the Master Attendant.

Duties.—*Import Duties*—On articles (except as under) imported on British or American vessels, or on vessels belonging to natives, shall be levied on the value, computed at the tariff prices, 6 per cent.

On articles (except as under) imported on foreign vessels (American excepted), or from foreign settlements, shall be levied on the value, computed at the tariff prices, 8 per cent.

On grain imported at Madras (except from Bengal) on vessels of all nations, shall be levied 3 per cent.

On the following articles, imported by sea, shall be levied at the rates hereunder specified, *viz.*

Betel-nut	1	fanam per bundle of 400 leaves.
Tobacco of all kinds	5	ditto per vis.
Ganjah	73	ditto.
Bang	$11\frac{1}{4}$	ditto.
Goodauck	3	ditto.

Export Duties.—Goods exported in British or native vessels are free of duty, but must nevertheless pass the Customs' books, and their value must be computed at the tariff prices.

Table of aggregate Rates of Duty upon Goods exported in Foreign European or American Vessels, to be adjusted by Drawback, or additional Duty, as the case may be.

Articles.	Rates.	
Cotton piece-goods	5	per cent.
Silk ditto	15	"
Part silk and part cotton ditto,	15	"
Sugar, to Europe or America	5	"
———to elsewhere	10	"
Indigo	10	"
Cotton wool	5	"

N. B. This duty was reduced from 10 per cent. till further orders, on the following valuation:—the produce of Coimbatore, Ramnad, Madura, and Tinnevelly, per candy of 500 lbs., 100 rupees; the produce of any other district, per candy, 80 rupees. All cotton wool unaccompanied with certificate of origin, to be valued at 100 rupees per candy.

Articles.	Rates.	
Hides, dressed	10	per cent.
Camphire	10	"
Dry ginger	10	"
Cardamoms	10	"
Turmeric	10	"
Coriander-seed	10	"
Tincal, or borax	10	per cent.
Soap	10	"
Alkali (Soda)	10	"
Raw silk	15	"
Saltpetre	15	"
Coco-nut oil	15	"
Ivory	15	"
Benjamin	15	"
Coffee	15	"
Pepper	16	"
Tin	16	"
Tutenague	16	"
Wine	16	"
Shawls	18	"
Alum	16	"
Spices	16	"
Opium, per vis	40	rupees.
Raw hides (goat skins) per 100	5	"
All other articles	10	per cent.

Export Regulations.—If goods exported from Madras shall have paid a duty exceeding that specified in the aforegoing table, the difference

is to be allowed as drawback: if it shall be less, the difference is to be paid as export duty: such duty not to exceed 5 per cent. on cotton piece-goods and sugar, and 8 per cent. on other articles. Exports from the subordinate ports to be charged with the tabular rates according to the tariff of the port: certificates of inland or sea import duties to be received in part payment.

Piece-goods entirely of cotton, exported in British vessels, or vessels belonging to natives, are subject only to ½ per cent.; the excess of duty paid, to be allowed as drawback. All returned cotton piece-goods to pay full import duties *de novo.*

Drawbacks must be claimed at the time of exportation; and the goods must be exported to places not subordinate to the Presidency: no drawback is allowed except on goods entered in the export manifest, which must be produced by the commander of the ship having goods entitled to drawback; who must, where practicable, make oath to its accuracy.

The necessary documents to substantiate the claim for drawback must be presented to the local Officers of Revenue before the goods are shipped.

Table of Exchange for the Adjustment of the Customs at Madras.

COUNTRIES.	COINS.	RATE OF EXCHANGE.
Great Britain	Pound sterling	At 2 pagodas 21 fanams.
Denmark	Rix-dollar	At 21 fanams each.
France	Livre tournois	24 for 3 pagodas 3 fanams.
France	Mauritius livre	At 3 fanams 3 cash each.
Spain	Spanish dollar	At 28 fanams 40 cash each.
Portugal and Madeira	Milrea	At 35 fanams 30 cash each.
China	Tale	At 1 pagoda.
Bengal	Sicca rupee	325 per 100 pagodas.
Bombay	Bombay rupee	350 per 100 pagodas.
Masulipatam	3 Swamy pagoda	At 1 pagoda, 4 fan., 40 cash.

American currency to be converted into pounds sterling as follows:

New England and Virginia	by multiplying by 3 and dividing by 4.
New York	by multiplying by 9 and dividing by 16.
Pennsylvania	by multiplying by 3 and dividing by 5.
South Carolina and Georgia	by deducting the 27th part.

Salvage of Anchors.—The following regulations are established in regard to anchors when recovered.

That the anchors when received, be delivered as directed to the Boat-Paymaster.

That they remain exposed to public view six months, to give the owners a fair opportunity of identifying their property; and further to facilitate this object, that one pagoda per Cwt. be allowed to the divers and catamaran people for each anchor, if brought on shore with its stock and remaining part of the cable; but that half a pagoda only per Cwt. be allowed if brought on shore without the stock and remaining part of the cable, or if otherwise defaced.

That the boat-paymaster keep a register of all anchors reported to him to be lost, particularizing the day of the report, with the date of recovery, and all expences to which the owner is liable.

That such register be opened at the boat-paymaster's office for general inspection.

The usual salvage to be allowed to the Master-Attendant on all such anchors as may be returned to the owners.

The Master-Attendant to be answerable for the full value of the anchor, provided its owner can satisfy the Board of Trade that the buoy had been cut off, or any other fraud committed by the divers, catamaran men, or any person subordinate to the Master-Attendant's office.

For every anchor returned to its owner, the Master-Attendant is to pay out of his salvage one pagoda per Cwt., to be divided equally amongst the divers and catamaran people.

For every unclaimed anchor found in the road, the Honourable Company to pay the usual hire to the divers and catamaran people.

Lighthouse Dues.—The following Rates are established towards defraying the charges of the Light: no vessel to pay oftener than twice in the year.

Ships or vessels	50 tons and under	¼ pagoda.
Ditto	50 to 100 tons	½ ditto.
Ditto	100 to 200 ditto	1 ditto.
Ditto	200 to 300 ditto	1½ ditto.
Ditto	300 to 400 ditto	2 ditto.
Ditto	400 to 500 ditto	2½ ditto.
Ditto	500 to 600 ditto	3 ditto.
Ditto	600 to 700 ditto	3½ ditto.
Ditto	700 to 800 ditto	4 ditto.
Ditto	800 to 900 ditto	4½ ditto.
Ditto	900 and upwards	5 ditto.

Rates of Agency and Commission, *as revised and settled by the Merchants and Agents in Madras, on the 7th day of December*, 1819. —On the sale, or purchase, of goods of all denominations, except the following, 5 per cent.—Ditto of ships, houses, and lands, 2½ per cent.—Ditto of diamonds, pearls, and every description of jewellery, 2½ per cent. —Ditto of treasure, or bullion, exclusive of 1 per cent. on receipt of the proceeds, 1 per cent.—On goods consigned for sale, and afterwards withdrawn, half commission.—On procuring freight, whether to Europe or elsewhere, 5 per cent.—On negotiating passages, as the agents of commanders of the Company's regular or extra ships, or other vessels proceeding to Europe, or elsewhere; corresponding with passengers, &c. on amount of passage-money received by the commander, whether the amount shall pass through the agent's hands or not, 5 per cent.—On shipping for Europe, or elsewhere, bale or gruff goods of every description, 2½ per cent.—Ditto, diamonds, pearls, jewellery, or bullion, 1 per cent.—On ship's disbursements, when no commission has been previously charged on freight or cargo, 2½ per cent.—On effecting insurances, on amount insured, ½ per cent.—On settling insurance losses, also on procuring return of premium, on amount recovered, ½ per cent.—On del credere, or guaranteeing the responsibility of persons to whom goods are sold, on the amount sale, 1 per cent.—On the sale, or purchase, of cattle of every description, 5 per cent.—On collecting house-rent, 2½ per cent.—On effecting remittances by bills of exchange, or bank-notes, 1 per cent.—On the sale, or purchase, of public or private bills and Company's paper, exclusive of 1 per cent. on receipt of the proceeds, 1 per cent.—On exchanging one description of Company's paper for another, or investing money in the public loans, and on transferring Government securities from one constituent to another, 1 per cent.—On public or private securities, jewels, or other valuables, lodged, and afterwards withdrawn before the amount is realized, and on lodging securities in the treasury, half commission.—On procuring money on respondentia, payable in Europe, India, or elsewhere, 2 per cent.—On recovery of bonds, or bills, for persons returned to Europe, over due at the time of their departure, 2 per cent.—On procuring loans of money, (exclusive of commission on receipt of cash), 1 per cent.—On debt, where a process at law, or arbitration, is necessary, 2½ per cent.; and if recovered through such means, 5 per cent.—On managing the affairs of an estate for an executor, or administrator, on the amount recovered, whether in Company's paper, or otherwise, 5 per cent.—On guaranteeing bills, or

bonds, by endorsement or otherwise, 2½ per cent.—On attending the delivery of contract goods to the Company, 1 per cent.—On obtaining bonds, or other acknowledgments, from the late Nabob of the Carnatic, for money or salary due to a constituent in Europe, or in India; presenting the original bond, or acknowledgment, to the Commissioners in India, and attending at their office during the investigation of the claim, (the claim being preferred by the constituent himself to the Commissioners in England), on amount adjudicated, 2 per cent.—On preferring claims before the Commissioners in India, delivering in the bond, or other voucher, and attending at the Commissioners' office during the investigation, on amount adjudicated, 2 per cent.—On the sale, or purchase, of Nabob's consolidated paper, or on the transfer of claims from the books of the register at Madras, to the books of the register in London, on amount of sale or of the sum transferred, 1 per cent.—On executing orders for the purchase of lottery tickets, and renewing the tickets in the several classes, on amount of purchase, 1 per cent.—On receiving the amount of prizes drawn to tickets, purchased by the agents, (exclusive of the usual cash commission) 1 per cent. —On the proceeds of goods sold by retail, or by auction, exclusive of the subordinate commission, chargeable by retail agent or auctioneer, on amount net proceeds, 2½ per cent.—On becoming security to Government or individuals for contracts or agreements, &c. on amount penalty to which we are held liable, 5 per cent.—On goods, treasure, &c. consigned to forward to some other place, half commission.—On executing orders for the provision of goods out of Madras, on amount invoice, exclusive of charges of merchandise, 2½ per cent.—On procuring cargoes of salt at any ports or places on the coast, on amount as above, 5 per cent.—On making up Madras piece-goods, advancing the cash, and taking all risks, 10 per cent.—On the receipt of all monies not arising from the proceeds of goods, or of freight, on which the superior commission of 5 per cent. has already been charged, 1 per cent.—Where the Dr. side of account exceeds the Cr. side, by advances made, the agent to have the option of charging his 1 per cent. commission on the total of either.—When a balance of account due by the constituent is brought forward from an account of the preceding year, and not paid in the course of the succeeding one, commission to be charged thereon, or upon the residue that may be unpaid; the agent in the latter case to have the option of charging his commission upon that residue, or upon the sums received towards the discharge of the original balance due at the commencement of the year, 1 per cent.—When the balance of account due to the constituent is brought forward from an account of the preceding year, and not taken payment of, or drawn for in one sum in the course of

the succeeding one, but drawn for in several sums, without any fresh credits, thereby giving the agent the trouble of keeping a continued account with him; the agent, in the latter case, to be entitled to a commission on all such payments, of 1 per cent.—On the sale of lottery tickets from any other settlement, 2½ per cent.

Godown Rent.—The monthly rates are as follow:—

	R.	A.	P.
Punjum Cloth, per bale of 30 pieces	0	8	0
Cotton, per bale of 300 lbs.	0	4	0
Ditto, per loose bundle of 210 lbs.	0	4	0
Taffaties, per bale of 120 pieces	1	4	0
Raw Silk, per bale proportionate size	1	4	0
Opium, per chest	0	8	0
Indigo, per chest	0	8	0
Wine, per chest of 12 dozen	0	12	0
Ditto, per pipe of 110 gallons	1	8	0
Rice, per bag	0	2	0
Saltpetre, per bag	0	3	0
Other articles in proportion.			

Rates of Hire of Handicraft Men, &c.—The following rates have been established by the Madras Police:—

	Monthly Pay. P.	F.	C.	*Daily Pay.* P.	F.	C.
Bricklayers.						
Maistry	5	0	0	0	7	40
Good Workman	4	0	0	0	6	0
Medium	3	22	40	0	5	20
Common	3	0	0	0	4	40
Carpenters.						
Maistry	5	0	0	0	7	40
Good Workman	4	0	0	0	6	0
Medium	3	30	0	0	5	40
Common	3	0	0	0	4	40
Hand Sawyers, common	3	15	0	0	5	0
Great do. exclusive of tools	3	15	0	0	5	0
Smiths.						
Maistry	5	0	0	0	7	40
Good Workman	4	0	0	0	6	0
Medium	3	30	0	0	5	40
Common	3	0	0	0	4	40
Hammerman	2	22	40	0	3	60
Bellows Boy	1	0	0	0	1	40
Brasiers.						
Maistry	5	0	0	0	7	40
Good Workman	4	0	0	0	6	0
Medium	3	22	40	0	5	40
Common	3	0	0	0	4	40
Hammerman, &c.	2	15	0	0	3	40
Painters.						
Maistry	4	0	0	0	6	0
Good Workman	3	22	40	0	5	20
Medium	3	0	0	0	4	40
Common	2	30	0	0	4	0
Stone Cutters.						
Maistry	5	0	0	0	7	40
Good Workman, exclusive of tools	4	0	0	0	6	0
Medium	3	22	40	0	5	20
Common	3	0	0	0	4	40
Tank Diggers.						
Maistry	2	30	0	0	4	0
Cooley Man	2	0	0	0	3	0
Ditto Woman	1	7	40	0	1	60
Coolies.						
Maistry	2	30	0	0	4	0
Men	2	0	0	0	3	0
Women	1	7	40	0	1	60
Boys and Girls	1	0	0	0	1	40
Chucklers.						
Good Workman	3	15	0	0	5	0
Medium	2	30	0	0	4	0
Common	2	0	0	0	3	0
China Carpenters.						
Good Workman	12	38	20	0	19	10
Medium	8	25	40	0	12	60
Tailors.						
Good Workman, Tent Ditto	4	0	0	0	6	0
Medium	3	0	0	0	4	40
Common	2	0	0	0	3	0

For shoeing a horse, 12 fanams.

Artificers to go to work in the Black Town at Fort St. George, at seven o'clock in the morning, rest from twelve till two o'clock in the middle of the day, and then leave off work at six o'clock in the evening. Working at the gardens, they will commence at half-past seven o'clock, rest until half-past two in the middle of the day, and leave off work at six o'clock in the evening.

The wages of maistries and superior workmen, who may be entitled to higher rates than the above, the same shall be settled by the Superintendent of Police, on application.

Regulations for the Beach Department.—The Master-Attendant is responsible in the first instance for all losses by theft or embezzlement on board the boats.

No master or owner of a vessel shall employ his own boat in landing goods, so long as the Master-Attendant shall be able to supply him with boats from the number kept up for the service of the port; but whenever it may happen that the Master-Attendant shall be unable to comply with any demand for boats, any owner or master of a vessel shall, on representation of the fact to the Board of Trade, be at liberty, with their sanction, to employ his own boat in unloading his vessel, subject to no other regulations but those established at the Sea Customer's Office respecting duties and port-clearances, the articles of ballast, water, and tarpawlings excepted; but no Captain or Owner shall be at liberty to let out his boat for hire, under any pretence whatsoever, for the service of any other vessel.

As much delay and inconvenience have been experienced from vessels anchoring at too great a distance, any vessel that may anchor farther from the shore than in eight fathoms water, will not be entitled to boats for any other purpose than water and provisions, unless on the approach of bad weather, when it might be considered unsafe to anchor nearer to the shore, and in such case double boat-hire to be charged. No greater number of boats to be allotted to any ship than she is able to keep constantly employed, of which the Master-Attendant is to be the judge.

No goods or property whatever to be landed or shipped after six o'clock P. M.; and in case of any deviation from this regulation, the risk and responsibility to be on the proprietor.

Boat Hire.—You cannot employ your own boat to unload, without permission of the Master-Attendant, nor let it out to another vessel on any pretence. The rates are according to distance from shore. If employed on Sunday, the charge is double.

For each trip to vessels in the South Road..........15 fanams.

For ditto.....................in the North Road..........10 ditto.

All double trips to be charged as such, and transshipping to be at the rate of a trip in the North Roads; and the Boat-Paymaster to charge double hire to such as lay at too great a distance from shore.

Persons transshipping goods in the roads, to be charged with the hire of the boat to and from the beach, in addition to the rate above mentioned, which is defrayed by the employer of the boat.

For stores transported by sea from the Marine-yard to the Beach-house, &c., the same rate of hire to be paid as for a boat employed in the South Roads.

Boats receiving or delivering articles at the back of the surfs, are to be charged full boat-hire.

For shipping and landing to and from the King's ships, when lying in more than eight fathoms water, double boat-hire is to be charged.

Boats going from any part to the north of the southernmost line of buildings, nearest to the N. Esplanade, to vessels lying to the southward of the N. E. angle of the fort, that is, when such vessel lies from this last situation to the southward of the fort, in the same manner of bearing, the boats are to be paid the hire of one trip and a half for each trip; likewise from the beach-house to vessels lying to the S. E. angle of the fort, a trip and a quarter for each trip.

Vessels only lying to the north of the southernmost line of buildings nearest to the N. Esplanade, are to be considered as lying in the N. Road. Vessels also lying to the S. of this line, are to be considered as lying in the S. Road, and subject to the hire of the latter situation.

Vessels in the N. Road, with an exception to those commanded by Europeans, and of whatever description, lying without seven fathoms, are to be charged the hire of one N. Road trip and a half for each trip; likewise when lying in 7½ fathoms water, the hire of two N. Road trips, which latter is about equal to the hire with which vessels are charged in the S. Road, when lying in this last depth of water.

Vessels commanded by Europeans, and lying in the N. Road, to be charged as has been usual, the hire of vessels that lie in the S. Road.

Charges for Ballast.—Each load of ballast is to consist of 120 baskets of sand. The baskets to be compared with a muster-basket at the Master-Attendant's, and a seal or chop affixed to each, and no other made use of. The prices are as follow, *viz.*

For every boat-load of ballast delivered in the S. Road....4 fanams.
For ditto .... in the N. Road....3 ditto.

over and above the rate of boat-hire already notified.

Charges for Watering.—Each boat-load of water to consist of two tons, or four butts, sent off full. The water to be of the best quality. The price of each boat-load of water to be 55 fanams 40 cash.

The great distance that vessels now lay from the place of watering, by their removal opposite to the new Custom-house, will render it necessary for their moving opposite the watering-place to receive this article, which will not be sent on board in any other situation in or near the roads, unless they are in absolute distress for it; in which case to pay an additional half trip of 7 fanams 30 cash, for vessels commanded by Europeans; and 4 fanams 75 cash, for vessels commanded by natives, for each trip.

For every water-cask not sent back by the returning boat, the Owner or Master to pay the Master-Attendant a fine, at the rate of four fanams each day it may be detained on board any vessel; and for every water or liquor butt not landed before the delivery of the port-clearance, the Owner or Master to pay the Master-Attendant eight pagodas; and for every puncheon or gang cask, four pagodas.

In order to obviate complaints respecting the unnecessary detention of boats alongside of vessels, and of their being imperfectly manned, &c., a printed paper will be lodged at the Sea-Customer's office, to be delivered to every Commander upon his taking out the certificate granted, on swearing to his manifest, as prescribed by the regulations for levying customs: the above-mentioned printed paper to be sent on board previously to the landing or receiving of the cargo, for the purpose of being filled up and signed by the officer commanding on board. When the vessel shall be ready for departure, the said paper is to be delivered to the Sea-Customer, who is directed not to grant a port-clearance until the above be complied with; the paper to be forwarded immediately by the Sea-Customer to the Secretary to the Board of Trade. No boat to be detained alongside any vessel more than an hour, or to be entitled to double hire, and all responsibility to be on the commander or commanding officer of such vessel.

Rates of Cooley Hire.—A bandy drawn by four bullocks, 8 fanams; ditto by two ditto, 4 ditto; a cooley load, 1 ditto.

Hire of Palanquin Bearers.—A set of bearers on field service, each per month	Pagodas	2	0	0
Head bearer, ditto		2	11	20
A set of bearers at the Presidency, each ditto		1	33	60
Head Bearer, ditto		2	0	0
A set of bearers at the Presidency, batta on travelling days only, each per day		0	1	0

N. B. Two pagodas a month being exclusively a field pay, is understood to be in lieu of batta and all other demands; and bearers at the Presidency are entitled to demand no higher pay than one pagoda and three-quarters per month.

Wages usually allowed to Servants.—Cook, 5 pagodas, per month; pantryman, 8 ditto; 2 watermen, 4 ditto; necessary-men, each 2 ditto; 2 peons, 5 ditto each; palanquin rent 4. 40 ditto; ditto bearers as above. Kittisol boy, 3 ditto; conicoplys, each 5 ditto; second dubash or servant, 10 ditto for the time.

Two peons to watch any goods that may be left on the beach, each two pagodas per month.

Provisions and Refreshments.—Meat, poultry, fish, and fruit are in abundance here, but not of so good quality as at Calcutta. The following are the prices fixed in the bazar, but they vary according to circumstances.

Beef, stall-fed, 4 fanams, 40 cash, per lb.—Ditto, 1st sort, 2f. 40c. ditto. —Ditto, 2d ditto, 1f. 20c. ditto.—Veal sold by the joint, according to size and quality.—Mutton and kid, ditto.—Pork, from 1f. 20c. to 2f. 40c. per lb.—Cock turkies, 1f. 33c. to 2 pagodas each.—Hen ditto, 1 to 1¼ ditto —Geese, 1 to 1¼ ditto.—Capons, 15 to 20 fanams ditto.—Red fowls, 6 to 8 ditto.—Country ditto for sea stock, 3 to 5 ditto.—Ducks, 8 to 9 ditto.—Wild geese, large, 10 to 12 ditto.—Pigeons, 4 to 6 ditto per pair.—Hares, 4 to 5 ditto each.—Partridges, snipes, teal, wild ducks, sand larks, &c. in plenty, and at reasonable prices.—Bread, 1st sort, 1 fanam per loaf.—Flour, ditto, 5 ditto per measure.

Of fruits the following kinds are to be procured in the bazar:—Custard apples, guavas, limes, mangoes, oranges, pine-apples, pomegranates, plantains of various sorts, and pumplenoses.

The fish to be purchased in the bazar, are of the following kinds, and most of them are excellent:—Pomfrets, black and white; soles, prawns, cockup, whitings, oysters, mullet, seer fish, crabs, and a variety of other fish, which are little known to Europeans, or used by them.

The water here is very excellent; the watering place is about one mile and a half from the Fort, and ships are supplied by country boats at the rates before specified. Wood is rather scarce, and consequently dear.

Coins.—According to the old monetary system, accounts were kept at this Presidency in star pagodas, fanams, and cash. The pagoda weighed 52.56 grains troy, and was commonly valued at 8s. It was divided into 45 fanams, each fanam containing 80 cash. This was the proportion observed by Government, the Bank, and Agency Houses; but in the shops and bazar

exchange, the number of fanams to the pagoda fluctuated according to circumstances, from 42 to 46 fanams.

The gold coins were the single and double pagodas; the silver coins were the single, double, and 5 fanam pieces; the one-eighth, quarter, half, 1 and 2 rupees; and quarter and half pagodas; the copper coins consisted of 1, 5, 10, 20, and 40 cash pieces.

According to the new currency, fixed by proclamation, dated *Fort St. George*, 7th January, 1818, the silver rupee constitutes the standard coin of this Presidency. The public accounts are accordingly converted from the star pagoda (the coinage of which is discontinued) into the Madras rupee, at the exchange of 350 rupees per 100 star pagodas. All Government transactions will in future be concluded in rupees.

The new coinage of silver the same document announced would consist of the following coins, of the fineness and weight here specified:—

	Grains pure.	Grains Alloy.	Grains gross Weight.	Value about £	s.	d.
Rupee	165	15	180	0	1	11$\frac{1}{4}$
Half Rupee	82$\frac{1}{2}$	7$\frac{1}{2}$	90	0	0	11$\frac{1}{2}$
Quarter Rupee....	41$\frac{1}{4}$	3$\frac{3}{4}$	45	0	0	5$\frac{3}{4}$
Double Anna	20$\frac{5}{8}$	1$\frac{7}{8}$	22$\frac{1}{2}$	0	0	2$\frac{7}{8}$
Anna............	10$\frac{5}{16}$	$\frac{15}{16}$	11$\frac{1}{4}$	0	0	1$\frac{7}{16}$

The new coinage of gold rupees, each equal to 15 silver rupees, consists of rupees, half rupees, and quarter rupees; the rupee containing 165 grains of pure gold, and 15 grains of alloy; weighing consequently the same as the silver rupee.

The new copper coinage consists of pies or pice, 12 being equivalent to 1 anna.

See also the Assay Report, in Bombay.

The Arcot rupee weighs 176.4 grains, and contains 166.477 grains of pure silver; its sterling value is therefore 1s. 11$\frac{1}{4}$d.

Many other coins circulate on the Coromandel Coast.

The old 3 Swamy pagoda, which is about 20$\frac{2}{3}$ carats fine, bears generally a batta of 10 per cent. against the new coins of Negapatam and Madras.

The old pagodas of Negapatam and Tutecorin are about the same weight and value as the star pagodas, (*i. e.* 52.56 grains, and worth 7s. 5$\frac{1}{4}$d.); but in the later coinage of these pagodas, they are depreciated, being only 18$\frac{1}{4}$ carats fine; and 104 are equal to 100 star pagodas.

The Porto Novo pagoda is only 17$\frac{3}{4}$ carats fine, and passes current at 120 per 100 star pagodas.

The Pondicherry pagoda was originally considered equal in value to the star pagoda; but its standard has been lowered to 17 carats, and even less.

A coinage took place, in 1811, of double rupees, single rupees, halves, quarters, and pieces of 1, 2, 3, and 5 fanams each, from Spanish dollars, which are estimated at 8 dwts. worse than the British standard. A silver coinage of half and quarter pagodas, of the same fineness, likewise took place. Into the details of this money it is not requisite to enter, as the new currency has placed the coins upon a new footing.

In 1820, a five rupee piece, or one-third gold rupee, was coined at Madras, of the same standard as the coin specified in proclamation of January, 1818, *viz.* 55 grains pure gold, 5 grains alloy; they are issued and received at the rate of 5 silver rupees.

The following is the relative value of the Madras or Arcot rupees with other rupees current in India.

					Arcot Rupees.
100 Arcots equal to	Siccas	93 . 1 . 8	100 Siccas	equal to	107 . 6 . 6
	Bombay	98 . 2 . 11	100 Bombay	"	101 . 13 . 7
	Sonauts	97 . 4 . 9	100 Sonaut	"	102 . 12 . 5
	Current	108 . 0 . 0	100 Current	"	92 . 9 . 6

The following is an official statement of the rates at which gold and silver coins of the Governments of Calcutta and Bombay will be received into the several Treasuries subject to the Presidency of Fort St. George: dated 18th March, 1814.

Calcutta Mint Coins.	Value of 100.			Value of one.		
	Pag.	Fan.	Cash.	Pag.	Fan.	Cash.
Gold Mohurs	451	4	57	4	22	79.77
Half Ditto	225	24	68½	2	11	39.885
Quarter Ditto	112	34	74¼	1	5	59.9425
Sicca Rupees	30	8	38	0	13	46.78
Half Ditto	15	4	19	0	6	63.39
Quarter Ditto	7	24	49½	0	3	31.695
Bombay Mint Coins.						
Gold Mohurs	392	4	22	3	41	35.42
Panchea	130	30	61	1	13	64.61
Gold Rupees	26	5	76	0	11	60.76
Silver Rupees	28	11	52	0	12	57.32
Half Ditto	14	5	66	0	6	28.66

The fineness of gold and silver is expressed by dividing it into 10 touch, or matt, which are subdivided into 10 parts, answering to the Chinese division of 10 touch.

Rule.—As the touch of gross weight
Is to the out-turn;
So is the standard touch ($91\frac{2}{3}$)
To the standard fineness.

EXAMPLE.

Touch of Gross Weight.	*Out-turn.*	*Standard Touch.*	*Standard Fineness.*
	oz. dwts. grs.		oz. dwts. grs.
30	5447 . 0 . 5	$91\frac{2}{3}$	1782 . 13 . $3\frac{9}{11}$

Thus:

$$5447 . 0 . 5 = \left.\frac{2614565 \times 3 \times 30}{91\frac{2}{3} \times 3}\right\} = 855675\frac{9}{11}$$

Weights.—Pearls are valued, as at Bombay, by two kinds of weight, real and nominal. The former they are weighed by, and are sold by the latter. The real weight is the mangelin, which is divided into 16 parts, and is equal to 6 English grains. The nominal weight is the chow, which is divided into 64 parts, and is deduced from the mangelin thus:—

Rule.—Square the number of mangelins, and divide three-fourths of this product by the number of pearls. The quotient is the number of chow.

The great weights are the pagoda, pollam, seer, vis, maund, and candy, thus divided:

				lbs.	oz.
10 Pagodas......	equal to	1	Pollam = avoirdupois	0	$1\frac{1}{4}$
8 Pollams......	"	1	Seer......................	0	10
5 Seers.........	"	1	Vis	3	2
8 Vis............	"	1	Maund	25	0
20 Maunds	"	 1	Candy.................	500	0

The Malabar weights are these:—

10 Varahuns......	equal to	1	Pollam
40 Pollams	"	1	Visay, or Vis = 3 lbs. 0 oz. 3 drs.
8 Vis	"	1	Maund, or Manungu = 24 lbs. 2 oz.
20 Maunds	"	1	Baruay, or Candy = 482 lbs. 4 oz.
20 Baruays	"	1	Gursay, or Garce = 9645 lbs. 8 oz.

Gold and silver are sometimes sold by the pagoda weight, poising each pagoda 2 dwts. 4.56 grs. troy.

The following is a comparative view of the several denominations of great weights used in various parts of India, with those of the Presidency of Madras:—

		MADRAS WEIGHT.		
Country.	*Species of Weight.*	*Mds.*	*Vis.*	*Pol.*
Bengal	Factory Maund	2	7	$35\frac{2}{3}$
Ditto	Bazar Maund	3	2	$11\frac{1}{3}$
Bombay	Candy of 20 Maunds	22	3	8
China	Pecul of 100 Catties	5	2	26
Mocha	Bahar of 15 Frazils	18	0	0
Surat	Candy of 20 Maunds	29	6	$37\frac{1}{3}$
Junkceylon	Bahar of 8 Capins	19	3	12
Bencoolen	Bahar	22	3	8
Calicut	Maund of 1000 Pools	1	1	24
Cochin	Candy of 20 Maunds	21	5	$36\frac{4}{5}$
Malacca	Bahar of 3 Peculs	16	1	24
Tellicherry	Candy of 20 Maunds	24	0	0

Measures.—Grain and Dry Measure are the olluck, measure, marcal, parah, and garce, thus divided:—

1 Olluck	equal to		*Cub. In.*	11.719
8 Ollucks	"	1 Measure, or Puddy		93.752
8 Measures	"	1 Marcal		750
5 Marcals	"	1 Parah of Chunam		3,750
400 Marcals	"	1 Garce		300,000

The marcal and lesser measures were ordered, when made of wood, to be round, and rimmed with iron or brass, and the marcal to be $9\frac{3}{16}$ inches deep, and $10\frac{3}{16}$ inches diameter inside, and to hold 27 lbs. 2 oz. and 2 drs. avoirdupois, of fresh well-water: hence 43 marcals are equal to 15 English bushels. The parah to measure 2 feet square, and $6\frac{1}{2}$ feet deep.

When grain is sold by weight, $9,256\frac{1}{2}$ lbs. equal to 18 candies, $12\frac{4}{5}$ maunds, are a garce, which is nearly $17\frac{1}{2}$ English quarters.

Liquid Measure.—The puddy, by which milk, ghee, oil, and some other liquids are sold, is equal to the puddy in grain measure, containing 8 ollucks; but for wine, spirits, &c. the English measure is used.

8 Ollucks	are equal to	1 Measure, or Puddy
8 Measures	"	1 Marcal
20 Marcals	"	1 Candy, = 64 gallons.

Land Measure.—Land is generally measured with a Gunter's chain of 100 links, or with a rod of 10 feet, and reduced to cawnies, grounds, and square feet, agreeably to the following Table:—

60 feet long, and 40 feet broad, make 1 ground, or mauney, equal to 2,400 square feet.

24 grounds, or maunies, make 1 cawney, equal to 57,600 square feet.

The Indian cawney is in proportion to the English acre, as 1 is to 1.3223, or as 121 is to160.

To reduce Indian cawnies to English acres, multiply the given number of cawnies by 160, and divide by 121 ; the quotient will be the number of acres, and the remainder the fractional part of an acre. Or multiply the cawnies by 1.3223, and the product, cutting off four places to the right hand, will be the same, and the figures so cut off are the decimal parts of an acre.

In the Jaghire, the ady, or Malabar foot, is used, which is 10.46 inches English ; 24 adies make 1 culy ; and 100 square culies make 1 cawney, or nearly an English acre. The common culy, however, is 26 adies, or $22\frac{2}{3}$ English feet, which makes the cawney 1 acre, $28\frac{3}{4}$ perches. The proper cawney would only contain 43.778 square feet.

Long Measure.—The covid in cloth measure is 18 inches; but the English yard is generally used.

ARTICLES PROCURABLE AT MADRAS, WITH DIRECTIONS.

Diamond.—This gem is the hardest, most beautiful, transparent, and brilliant of all the precious stones. Diamonds are found only in the East Indies and in Brazil, and are distinguished by jewellers into oriental and occidental ; the finest and hardest being always termed oriental. When in their rough state, they are either in the form of roundish pebbles, with shining surfaces, or of octohedral crystals; but though generally in the latter form, their crystals are often irregular ; they are lamellated, consisting of very thin plates, like those of talc, but very closely united, the direction of which must be ascertained by the lapidaries before they can work them properly. They are usually covered with a thin crust, which renders them semi-transparent; but when this is removed, they are transparent.

The principal diamond mines in India are that of Raolconda in the Carnatic ; that of Gani, or Coulour, also in the Carnatic ; that of Somelpour, or Goual, in Bengal ; and that of Succadana, in the Island of Borneo.

These gems are generally imported from Madras in their rough state, in small parcels called bulses, neatly secured in muslin, sealed by the merchant, and are generally sold in Europe by the invoice, that is, are bought before they are opened, it being always found they contain the value for which they were sold in India, and the purchaser gives the importer such an advance on the invoice as the state of the market warrants. The bulses contain stones of various shapes and sizes.

The chief things to be observed in purchasing rough diamonds are, 1st. The colour. 2d. The cleanness. 3d. The shape.

I. *Colour* should be perfectly crystalline, resembling a drop of clear spring water, in the middle of which you will perceive a strong light playing with a great deal of spirit. If the coat be smooth and bright, with a little tincture of green in it, it is not the worse, and seldom proves bad; but if there is a mixture of yellow with green, then beware of it—it is a soft greasy stone, and will prove bad.

If the stone has a rough coat, that you can hardly see through it, and the coat be white, and look as if it were rough by art, and clear of flaws or veins, and no blemish cast in the body of the stone, (which may be discovered by holding it against the light), the stone will prove good.

It often happens that a stone appears of a reddish hue, on the outward coat, not unlike the colour of rusty iron; yet by looking through it against the light, you observe the heart of the stone to be white, (and if there be any black spots, or flaws, or veins in it, they may be discovered by a true eye, although the coat of the stone be opaque), and such stones are generally good and clear.

If a diamond appears of a greenish bright coat, resembling a piece of green glass, inclining to black, it generally proves hard, and seldom bad; such stones have been known to have been of the first water, and seldom worse than the second; but if any tincture of yellow seem to be mixed with it, depend upon its being a very bad stone.

All stones of a milky coat, whether the coat be bright or dull, if never so little inclining to a blueish cast, are naturally soft, and in danger of being flawed in the cutting; and though they should have the good fortune to escape, yet they will prove dead and milky, and turn to no account.

All diamonds of cinnamon colour are dubious; but if of a bright coat, mixed with a little green, then they are certainly bad, and are accounted amongst the worst of colours.

You will meet with a great many diamonds of a rough cinnamon-coloured coat, opaque: this sort is generally very hard, and when cut, contains a great deal of life and spirit; but the colour is very uncertain; it is sometimes white, sometimes brown, and sometimes a very fine yellow.

II. *Cleanness.*—Concerning the fouls and other imperfections that take from the value of the diamond, it is said, that all diaphanous stones are originally fluids, and spirituous distillations falling into proper cells of the earth, where they lie till they are ripened, and receive the hardness we generally find them of. Every drop forms an entire stone, contained in its proper bed, without coats. While this petrific juice, or the matter which

grows in the stone, is in its original tender nature, it is liable to all the accidents we find in it, and by which it is so often damaged; for if some little particle of sand or earth fall into the tender matter, it is locked up in it, and becomes a foul, black spot; and as this is bigger or less, so it diminishes the value of the stone. This, at least, is the mode in which fouls are accounted for.

Flaws are supposed to be occasioned by some accident, shake, or violence which the stone received whilst in its bed, or in digging it out, and this frequently occasions an open crack in the stone, sometimes from the outside to the centre, and sometimes in the body of the stone, which does not extend to the outside; but this is much the worst, and will require great judgment to know how far it does extend. It takes half from the value.

Holes are formed on the outside of the rough diamond, and must be occasioned by some hard particle of sand falling into the tender substance of the stones, which not being heavy enough to sink into the middle, remains on the outside thereof, like a black spot, and being picked off, leaves a round hole.

The next and greatest difficulty will be to avoid beamy stones, and this requires more skill and practice than any thing yet spoken of; yet time and opportunity will enable you to discover them. Indeed a great many stones are a little beamy in the roundest (by which is meant the edges); but it is not so very material, though it diminishes the life of the diamond. By beamy stones, are meant such as look fair to the eye, and yet are so full of veins to the centre, that no art or labour can polish them. These veins run through several parts of the stone, and sometimes through all; and when they appear on the outside, they shew themselves like protuberant excrescences, from whence run innumerable small veins, obliquely crossing one another, and shooting into the body of the stone. The stone itself will have a bright and shining coat, and the veins will look like very small pieces of polished steel rising upon the surface of the stone. This sort of stone will bear no polishing, and is scarcely worth a rupee per mangelin. Sometimes the knot of the veins will be in the centre; the fibres will shoot outward, and the small ends terminate in the coat of the diamond. This is more difficult to discover, and must be examined by a nice eye; yet you may be able here and there to observe a small protuberance, like the point of a needle lifting up a part of the coat of the stone: and though by a great deal of labour it should be polished, it will be a great charge, and scarcely pay for the cutting, and therefore it is to be esteemed as little better than

the former. But if you are not very careful, they will throw one of these stones into a parcel, and oftentimes the largest.

III. *Shape.*—There are stones in four points, stones in two points, and flat stones.

Stones in four points consist in four equilateral triangles at top, and the same at bottom, being a perfect steragon: this is the most complete shape, and makes the best brilliants, and when sawed in four points, the best rose diamonds, which are esteemed more than others, whether shaped thus, or rough.

Stones in two points are when four of the triangular planes are broader than the other four. This will make a thinner brilliant, lose more in the cutting, and will not retain so much life. For roses, it must be sawed through two points, and it will make fine roses, but not so lively as the former.

Stones in the flat, are when the points are so depressed and confined, that you only see the traces where Nature would have polished them, had they not been confined; and therefore they are irregular and distorted. In cutting these stones, they do not regard the points, but make the flat way either roses or brilliants. These stones may be split rough in these shapes; they lose more in cutting than the others.

All Indian-cut stones are called lasks: they are in general ill-shaped, or irregular in their form; their substance or depth is ill-proportioned; some have more of the stone's substance at top than at bottom; the table, or face, is seldom in the centre of the stone; sometimes it is of an extravagant breadth, and sometimes too small, and none of them are properly polished. The chief thing regarded is, that of saving the size and weight of the stones. These stones are always new wrought when brought to Europe. Such as have the least stain, speck, flaw, or appearance of veins, should be rejected.

For the valuation of diamonds of all weights, Mr. Jefferies lays down the following rule. He first supposes the value of the rough diamond to be settled at £2 per carat at a medium; then to find the value of diamonds of greater weights, multiply the square of their weight by two, and the product is the value required. For instance, to find the value of a rough diamond of two carats, $2 \times 2 = 4$, the square of the weight, which multiplied by two, gives £8, the value of a rough diamond of two carats. For finding the value of manufactured diamonds, he supposes half their weight to be lost in manufacturing them; and therefore to find their value, multiply the square of double their weight by two, which will give their true value in

pounds. Thus, to find the value of a wrought diamond of two carats, find the square of double the weight, that is 4×4=16, then 16×2=32. So that the true value of a wrought diamond of two carats, is £32.

The largest diamond ever known in the world, is one belonging to the Queen of Portugal, which was found in Brazil; it is still uncut; it weighs 1,680 carats, and if valued according to the above-mentioned rule, this great gem must be worth £5,644,800 sterling.

Piece-goods are manufactured of different dimensions and qualities, at various places subordinate to Madras, and are exported from thence to Europe, the Cape of Good Hope, the Persian and Arabian Gulphs, the Malay Coast, Manilla, and various other places to the eastward.

The following are the kinds usually imported into England, with the number of pieces to a ton.

Allejars	Pieces 800	Izarees	Pieces 800
Betellees	400	Long-cloth	160
Callawapores	800	Moorees	800
Chintz, of all sorts	R 400	Salempores	400
Ginghams	800	Sastracundies	800

N. B. Where the letter R is set against pieces of 400 to the ton, it shews those goods are to be reduced, or brought to a standard of 16 yards long and 1 broad. For example:

1,000 pieces of 12 yards long and $1\frac{1}{8}$ broad, at 400 to the ton, make 844 pieces, or 2 tons 44 pieces.

SECTION XX.

COAST FROM MADRAS TO BENGAL.

Pulicat is about seven leagues to the N. of Madras, in latitude 13° 25′ N., and longitude 80° 22′ E. This was a Dutch settlement. The fort is called Gueldria. There is a shoal off Pulicat, which extends N. E. by N., and S. W. by S. Its N. end lies S. E. by S. from the river. To enter Pulicat Roads from the S., do not come under 13 fathoms till the flagstaff bears W., when you may stand in W., or W. by N. to bring it

W. ½ S. In this track there are at least 5½ fathoms, till you get within two miles of the flagstaff in the above direction, when you have seven or eight fathoms ooze.

Trade.—The trade here in arrack, sugar, Japan copper, spices, and other articles from Batavia, used to be very brisk; the returns were made in piece-goods of various sorts, manufactured here and in the adjacent places.

ARMAGON, or DURASPATAM, is in latitude about 13° 58′ N., and about 12 leagues N. N. W. from Pulicat. The Shoal of Armagon is about 2½ leagues N. N. E. of Point Pondy, which is about half way between Armagon and Pulicat.

GONDEGAM, or GREAT GANJAM, is in latitude 15° 20′ N. The river is considered to bound the Coast of Coromandel to the N., beyond which the Coast of Golconda begins; but the appellation of Coromandel is often applied to the whole extent of coast from Cape Comorin to Balasore, as that of Malabar is to the whole extent of coast on the W. side of the Peninsula.

MOOTAPILLY is about eight leagues N. N. E. of Gondegam. The town is about half a mile inland, not discernible from the offing; but with the assistance of a glass, a pagoda is perceptible. There are some detached palmyra trees to the N. of the landing-place, and about a mile to the S., a thick grove of trees, with a clump on its S. part, higher than the rest. With the N. extremity of a piece of high land in one with a thick grove of trees, you are abreast the proper anchorage in latitude 15° 42′ N. Large ships lie about a mile from the shore, with Mootapilly pagoda bearing N. W. by N.

From Mootapilly to Point Divy is about 14 leagues; in this space the coast is low and woody, having several towns on it, the principal of which are Nizampatam and Pettapollee: the latter may be known by a grove of palmyra trees near it, and is in latitude about 15° 50 N.

NORTHERN CIRCARS.—That portion of the British dominions on the Coromandel Coast, commonly called the Northern Circars, from its relative situation to Fort St. George, is a narrow slip of maritime country, extending from 15° 30′ to 20° N. latitude, and from 79° to 85° E. longitude. The sea bounds it to the E. in a direct N. E. course along a coast 470 miles in length, from Mootapilly, near its S. extremity, to the town of Maloud in Orixa, on the borders of the Chilka Lake, its N. extremity.

The grand divisions of the whole territory are naturally and properly five, being so many portions of its length, principally marked by rivers running across from the hills on the W. to the sea; but besides these, a

sixth district has been formed from the maritime border of the four Southerly Circars, to serve as an appendage to, and secure the salt made, or Customs collected at the ports of Nizampatám, on a S. outlet of the Kistna, and of Masulipatam on one of its N. branches, as well as at their respective dependencies along the coast.

I. Guntoor, or Moortezanagur, the most southerly province, is of a circular form; the River Kistna forms the N. boundary of the Circar, and separates it from the province of Mustaphanagur. The boundaries to the W. and S. are the districts of Palnaud and Ongole; and on the E., Nizampatam and its dependencies intervene every where between it and the sea, excepting a narrow communication with the small port of Mootapilly.

II. Condapilly, or Mustaphanagur.

III. Ellore.—These are adjacent to each other, as well as to the Circar just described, in a N. E. direction, and occupy the whole space lying between the Kistna, and the districts of Masulipatam towards the sea; and the River Godavery describes the limits of Ellore northerly.

IV. Rajahmundry, towards the S., is separated from Ellore in its greatest breadth by the Godavery. This river, after receiving many lesser ones, from its source among the Balagaut mountains near Bombay, and running an E. course about 700 miles, divides itself into two great branches, 35 miles from the sea, within which is formed the Island of Nagur, a triangular space comprehending only 500 square miles, but of greater value, in proportion to its extent, than perhaps any other spot in the East. The small river of Settiaveram running into the sea, describes its N. boundary with Chicacole.

V. Masulipatam.—This district forms the least of the grand divisions of the Circars. Nizampatam, formerly a separate jurisdiction on the S. of the Kistna, extending along a coast of 60 miles from Point Divy, near the great mouth of that river to Mootapilly S., and about five in breadth on a medium to the territory of Guntoor, constitutes the S. portion of this division; and from the same headland, including the Island of Divy to Narsipore, on the S. arm of the Godavery, and from thence to Ingeram on its N. branch, just beyond the point formed by, and deriving its name from, this river, lie several pergunnahs detached from Condapilly, and some smaller seaports scattered on the shores of Ellore and Rajahmundry, which together compose the N. subdivision, and extend along a coast of 105 miles, within 45 miles of the River Settiaveram, and boundary of Chicacole. Both these portions united, are immediately dependent on Masulipatam, which is the capital of these districts.

VI. Chicacole, the most northerly, and last in order of the grand

divisions, is also subdivided into two districts; of which one, deriving its name from that province, is dependent on Vizagapatam; the other, called Ichapoor, is placed under Ganjam. The former lies between the rivers of Settiaveram on the S., and of Poondy on the N. From the cross hills approaching the sea near these extremities, it forms a kind of semicircular territory; of which the diameter along the coast extends 180 miles, and its greatest dimensions in land about one-third of the same distance. The latter subdivision of this province is of a triangular figure, stretching its longest side about 80 miles on the shore from Poondy to Maloud, the S. frontier of Cuttack.

The Circars, being well watered by the numerous rivers, abound in grain, and may be considered the granary of the Carnatic during the N. monsoon, in like manner as Tanjore is reckoned during the S. W. monsoon. They produce also bay-salt, tobacco, (the latter from the vicinity of Masulipatam, known every where for superior excellence), and abundance of teak timber of the best sort, and largest sizes. The coco and palmyra form the principal materials for building the unwieldy vessels for the coasting trade, called donies, of various burthens, from 60 to 100 tons each. The diamond mines of Guntoor and Condapilly in this province are not considered of any great importance.

Trade.—In regard to manufactures, the staple produce of the country worked from cotton, is of two different sorts and fineness; plain long-cloth, so valuable at foreign markets, is chiefly wrought in the island of Nagur and its vicinity. It forms the groundwork of the best printed calicoes in Europe, and of those inimitably painted ones, called palempores, in the districts of Masulipatam. The coarser plain cloths made to the N. and S. of the Godavery, or coloured with the Chaya root, which grows in most perfection in the sands overflowed annually by the Kistna, are equally articles in demand abroad, or for interior consumption; but the muslins of Chicacole, the beautiful woollen carpets of Ellore, and silks of Ichapoor, wrought from the raw materials imported from Bengal and China, are rather objects of curiosity, and meriting encouragement, than considerable in quantity or benefit.

These several objects of natural or artificial produce, when united, form the grand resources of the commerce, which may be classed under three different heads, *viz.*

I. The trade to Europe.—This is confined entirely to the finer cotton manufactures exported by European nations who have establishments on this coast, or purchased by other foreign adventurers.

II. The trade to the neighbouring Indian ports, or coasting trade,

which consists either of grain, amounting annually to half a million of bags, or, for the most part, of the coarser cloths proper for the eastern markets. Grain is both imported and exported. The imports from Bengal are chiefly into Vizagapatam and Masulipatam. The exports are from Ganjam and its vicinity, where grain is as cheap as in Bengal. Cuttack also sends a large quantity.

III. The third branch, or interior commerce, in salt and piece-goods, of native productions, or copper and raw silk, the latter chiefly for Bengal.

MASULIPATAM.—Point Divy, in latitude 15° 59′ N., and longitude 81° 16′ E., forms the W. side of the Bay of Masulipatam; the shore is very flat all round the bay. Ships in the fair season generally anchor abreast the town, in four or five fathoms, the flagstaff bearing W., distant four or five miles.

The fort and town of Masulipatam are situated a considerable distance from each other. The fort stands a mile and a half from the sea-shore, on the edge of a sound, formed partly by an inlet of the sea, partly by drains from the circumjacent ground, and still more by a continued stream which the river Kistna sends off about 15 miles to the S. W., and which falls into the upper part of the sound, very near the fort. The sound has sometimes three fathoms, and at others only three feet water; and opposite to the fort, is five hundred yards in breadth. The ground along the sea-shore, for two miles to the N. and S. of the inlet of the sound, is a collection of sand-hills, which extend about half a mile inland, when they cease on the borders of a morass, which surrounds the fort on every side for a considerable distance.

The town of Masulipatam is situated a mile and a half to the N. W. of the fort, on a plot of ground rising above the morass, across which the communication between this ground and the fort is by a straight causeway, 2000 yards in length. The town is very extensive, and its ground on the farther side still to the N. W. is bounded by another morass, which stretches along it from S. W. to N. E., but is stopped by the sand-hills of the sea-shore, along which is the only access to the town on dry ground.

Masulipatam is very populous: it is the capital of the district, and the principal fort and bulwark of all the Northern Circars. It was formerly the principal place on the Coast of Coromandel.

Tobacco, (*Tambacu*, Hind. *Tamracuta*, San.) of very superior quality, is cultivated in the vicinity of Masulipatam. The snuff is occasionally brought to England as presents.

YANAON is situated at the confluence of the River Coringa with one of the principal branches of the Godavery River. The mouth of the latter is obstructed by sandbanks, and therefore cannot be entered without the assistance of an experienced pilot. The river is deep within the bar, and is navi-

gable to a considerable distance, though little frequented by vessels; and is very broad and rapid at the town of Yanaon. This town, with the territory belonging to it, and a small island situated to the S., forms a space about four miles square, and contains a population of about 6000 persons.

POINT GORDEWARE, or GODAVERY, in latitude 16° 48′ N., and longitude about 82° 17′ E., is a low, narrow sandbank, several miles in extent; within which, about six miles W. by N., is an opening of one of the branches of Godavery River, commonly called Coringa River, on which stand the town and English factory of

CORINGA.—Coringa Bay is between the above point and Jaggernautporam, whose river's mouth lies about ten miles N. W. by N. from the point; the usual anchorage for country vessels is Jaggernautporam N. N. W., and the bar of Coringa S. W. by S.; on the bar there are thirteen or fourteen feet water. When over it, the leading mark up the river is a small clump of trees about 120 yards from the starboard shore, kept a-head till you open the river on the starboard side. The town of Coringa is situated on the S. bank of the river. Large ships anchor in five fathoms, Jaggernautporam bearing N. W. by W., and Coringa flagstaff S. S. W. Up the river is the town of Ingeram, where the Company has a Chief, and where large quantities of piece-goods are manufactured.

Coringa Bay and River are capable of being of infinite service to the King's, Company's, and country ships, being the only place on the W. coast of the Bay of Bengal where a vessel above two hundred tons can be refitted, or stop her leaks during the S. W. monsoon. It is always during that monsoon so smooth in this bay, that a vessel may venture to take a large heel for that purpose, and if occasion required, could heave down. There are always a great number of caulkers and carpenters employed here all the year round, repairing and building country vessels. In case of necessity, several hundred of these artificers could be procured along the coast; there are also timber and several stores to be got. Wood and water are obtained with convenience and facility, and fresh provisions of all kinds, were it an established port, could be procured in great quantity. There are also a great number of decked country boats, called donies, which would be of infinite service to a squadron putting in here to refit. To all these advantages, add the vicinity of Coringa Bay to Pegu River, for the supply of large teak timber of all sorts, and other naval stores, not being more than ten days' sail from it in either monsoon; also the port of Rhio in the S. part of the Straits of Malacca, from whence poon masts and spars are brought, with several other useful articles. The navigation of Coringa Bay has been improved by the erection of a flagstaff lighthouse on Hope Island, to guide ships to the anchorage in that bay.

JAGGERNAUTPORAM is in latitude 16° 56′ N., about seven miles N. of Coringa. This town is also called Cocanara. It is in a deep bay, and is known by a white fort having a flagstaff. The anchorage is in 5½ fathoms, soft mud, the flagstaff N. W., about two miles from the shore. About a mile to the E. of the town is a river with a bar, navigable by boats at low water. You may land in the ship's boat, keeping the fort open with the mouth of the river, which you enter, and which goes a long way above the town. Ships and vessels are well built here, and cheap.

Provisions and Refreshments.—Wood, water, and stock are obtained easily, and are very reasonable.

VIZAGAPATAM is in latitude 17° 43′ N. and longitude 83° 26′ E. A river coming from the N., and turning short E. to the sea, forms an arm of land, a mile and a half in length, and 600 yards in breadth. Nearly in the middle of this ground stands the fort. The town is about 300 yards to the N. of the fort, and there is a small village to the S. The harbour is capable of admitting vessels of 300 tons.

Vizagapatam is distinguished by the headland called the Dolphin's Nose, which rises on the S. W. point of the road, but is better known by a high mountain plainly seen seven or eight leagues inland; whereas the Dolphin's Nose is obscured by the high land at the back of it. The road has been recently surveyed by order of the Madras Government, and the following extract published for general information:—

The safest and most convenient birth for large ships to anchor, is in nine fathoms; however, the roadstead may be considered perfectly safe to begin north, in six, seven, and nine fathoms, where the serjeant's house, and the S. extremity of the huts north of the flagstaff, are in one; and south, where the house and Dolphin's Nose bear West; the bottom being all over this tract perfectly clear of rocks up to the beach, and to the foot of the hill.

On the bar at the entrance of the river there are eight or ten feet water, and sometimes more in the N. E. monsoon; but the sands are liable to shift. The surf is very considerable on the ebb tide; and as European boats are obliged to be used, for want of country boats, they should keep close to the Dolphin's Nose, otherwise they run a risk of being upset, especially if the tide is ebbing.

Trade.—Large quantities of piece-goods are manufactured in this district, and the natives are very expert in works of ivory, similar to those manufactured at Canton, but inferior in workmanship

BIMLIPATAM is about five leagues from Vizagapatam, in latitude 17° 53′ N. The Dutch had formerly a factory here for supplying themselves with piece-goods from the neighbouring villages. The anchorage for ship-

ping in the S. W. monsoon is abreast the river and village; and a little farther to the N. in the other monsoon.

Between Bimlipatam and Ganjam are the rivers of Chicacole and Calingapatam, places of but little trade, and seldom frequented.

GANJAM is situated in latitude 19° 22′ N. and longitude 85° 10′ E. The fort, which is small, but compact, stands on the S. side of a river of considerable size. This place is much frequented, particularly by coasting vessels carrying on a considerable trade, many of which can enter the river. Ships anchor abreast the fort, or river's entrance, in eight or nine fathoms, about two miles off-shore.

MANNICKPATAM, in latitude 19° 40′ N., is about 11 leagues to the N. of Ganjam, and is situated on a branch of the Chilka Lake. It is known by a small pagoda, encompassed with houses and other buildings, having near them some large trees. Grain is scarce here.

JAGGERNAUT PAGODAS are the most celebrated in India; the largest is in latitude 19° 48′ N., and longitude 85° 52′ E. Here is a large town, about two leagues from the sea-side, which is seen far off by the height of its buildings. At a distance the pagodas appear like a large ship under sail; but on approaching, there are three pagodas very near each other, the S. W. one exceeding high and round, with a spike and a large ball at top. The second, which almost joins the first, appears less round at the top; it has also a spike and ball, as has likewise the third, which is the least, and round, like the first. These three pagodas, which seem joined together, form a high and broad building. They are enclosed in a square wall made of enormous black stones; each side of the wall is 100 fathoms in extent, having four gates facing the four points of the compass. Besides these, there are many small ones, and numerous buildings for the reception of pilgrims, of which 100,000 are said annually to visit this venerated place, and are entertained here.

BLACK PAGODA is about five leagues E. N. E. from Jaggernaut, and at a distance also resembles a ship under sail; about a league to the W. of it is another small pagoda, standing, like this, on even reddish ground, without trees. This circumstance is sufficient to distinguish the Black Pagoda from that of Jaggernaut. About five leagues E. N. E. from the Black Pagoda is the principal branch of the River Gonga, called also Cuttack, from a long town of that name situated at some distance inland.

POINT PALMIRAS, called by the natives Mypurrah, is in latitude 20° 44′ N. and longitude 87° 6′ E. The Point is low, and covered with palm-trees, having on each side of it a small river; that on the S. side is navigable by small vessels. Ships seldom see the point in passing, unless in very

clear weather, as there are several shoals near it, running a considerable distance into the sea, which render it unsafe approaching within four leagues. A lighthouse is now erected on the Point, and may be seen at about twenty miles distance.

About five miles N. W. of the Point is Kannaka, or Cuttack River, which is wide at its entrance, and navigable for vessels drawing twelve or thirteen feet water; but it is necessary to employ a pilot. It is much frequented by the coasting vessels belonging to the natives, who carry rice and various articles of trade from hence to Madras and other parts of the coast, during the favourable monsoon. Latterly, vessels belonging to European residents at Calcutta have been employed in conveying stores from Fort William to the Kannaka, returning with salt, corn, and rice. Some native vessels from the Maldives trade to the Kannaka. Vessels entering the river import at Hoonswah; the Deputy Master-Attendant is stationed at Domrah; the Master-Attendant resides at Pooree. An inland trade is carried on with the Nagpore country.

Six leagues N. N. W. of the Kannaka is Churinga River, situated in a bay affording good anchorage in the S. W. monsoon; but, being out of the track of ships bound to Bengal, is seldom visited.

Redwood, properly Red Saunders, is produced chiefly on the Coromandel coast, whence it has of late years been imported in considerable quantity to England, where it is employed in dying. It is the wood of the *Pterocarpus Santalinus*, (*Ract Chandan*, Hind.; *Racta Chandana*, San.), and comes in round billets of a blackish red colour on the outside, a deep brighter red within, with a wavy grain; no smell or taste, unless recent. Caliatour wood is likewise a red wood growing on this coast; but it must not be confounded with Red Saunders.

BALASORE.—The entrance of the river is in latitude about 21° 28′ N. Balasore was formerly a considerable town, but at present is only about a mile long, and half a mile broad in the widest part. It is built along the river Beree Bellaun, where the tide commonly rises eight feet, and serves to carry vessels up to the dry docks, of which there are many here; but the spring tides rise much higher. The stream is navigable only for vessels of 100 tons burthen; and these cannot get over the bar at the mouth of the river, except at high-water, spring tides.

Trade.—A considerable trade is carried on here by small country vessels, in rice, dohl, and other grain, tobacco, wax, oil, and various piece-goods manufactured in the neighbourhood.

Boats from the Maldive Islands arrive in fleets of twenty or thirty, in the months of June and July, bringing with them the produce of their

islands, consisting of coir, coco-nuts, cowries, salt fish, tortoise-shell, &c., and return in December, laden with broad-cloth, coarse cottons, cutlery, hardware, looking-glasses, rice, silk goods, sugar, tobacco, and other commodities, the produce of Europe, India, and China.

At Balasore, pilots are always ready to carry the shipping up the Hughley River. It sometimes happens that ships arriving in Balasore Roads have to anchor, and send a boat on shore for a pilot; but a boat should not attempt to pass over the bar but at the last quarter flood, as in the first quarter the sea breaks very high on it. In the fine season the pilot vessels are generally met with as soon as Point Palmiras is doubled. Each nation has its own; nor is it proper to use them promiscuously, but give the preference to those of your own nation. So many serious accidents have happened to commanders who have trusted to strange pilots, that the greatest caution is required in the choice of them.

PIPLEY is about six leagues E. by N. from the entrance of Balasore River. It is situated on the banks of a river, and is known by a pagoda to the W., and a thicket of trees very near it. Pipley was once the mart of this country; but the waters washing away a great part of the town, at the same time that a dangerous bar was formed at the mouth of the river, the merchants removed to Balasore.

BENGAL.—The province of Bengal commences at Pipley River; it is intersected with two rivers, the Ganges and Burrampooter. The Ganges is very unequal in width, varying from three-quarters of a mile to three miles. About 500 miles from the sea, the channel is 30 feet deep, when at its lowest; and it continues this depth to the sea, where the sudden expansion of the stream deprives it of the force necessary to sweep away the banks of sand and mud thrown across it by the strong S. winds; so that the principal branch of the Ganges cannot be entered by large vessels. About 300 miles from the sea, reckoning the windings of the river, commences the head of the Delta of the Ganges, or low country; the two W. branches, named the Cossimbuzar and Jellinghy rivers, unite, and form what is afterwards named the Hughley, or Hoogley River, which is the port of Calcutta, and the only branch of the Ganges that is navigable by large ships: this branch has a much deeper outlet to the sea than the principal branch.

That part of the Delta bordering on the sea, is composed of a labyrinth of rivers and creeks, all of which are salt, except those that immediately communicate with the principal arm of the Ganges. This tract is known by the name of the Sunderbunds, and is completely enveloped in woods, and infested with tigers. Here salt, in quantities equal to the whole consumption of Bengal and its dependencies, is made, and transported with

great facility; and here also is found an inexhaustible store of timber for boat-building. The breadth of the lower part of the Delta is upwards of 180 miles, to which, if we add that of the two branches of the river that bound it, we shall have about 200 for the distance which the Ganges expands its branches at its junction with the sea. There are two distinct passages through the Sunderbunds, one named the S. or Sunderbund Passage; the other, the Baligot passage. The first is the farthest about, and leads through the deepest and widest rivers; it opens into the Calcutta river, through Channel Creek, about 65 miles below the town. The Baligot Passage opens into a lake on the E. side of Calcutta, from whence, some years since, a small canal was cut, to join the lake with the river.

The bore, (which is known to be a sudden and abrupt influx of the tide into a river or narrow strait), prevails in the principal branches of the Ganges, and in the Megna; but the Hughley River is more subject to them than the others. In the Hughley, or Calcutta River, the bore commences at Hughley Point (the place where the river first contracts itself), and is perceptible above Hughley Town; and so quick is its motion, that it hardly employs four hours in travelling from one to the other, although the distance is nearly 70 miles. At Calcutta it sometimes occasions an instantaneous rise of five feet; and both here and in every part of its track, the boats on its approach immediately quit the shore, and make for safety to the middle of the river.

The intricate and dangerous navigation of the entrance to the Hughley requires great skill and experience. Full directions have been published by Capt. Horsburgh (*India Directory, &c.*) and Capt. Maxfield, (*Directions for sailing from False Point Palmiras to the Sand Heads, &c.*). The pilot vessels cruise, during the N. E. monsoon, about the vicinity of the E. reef and Sagor Sand, in latitude 21° 3′ N.; and in the interval, between the monsoons, for about a month, in the S. or W. channel. In the early part of the S. W. monsoon, they are more frequently met between the parallel of Point Palmiras reef, and latitude 20° 51′ N. In the latter part they cruise off Point Palmiras, but never very far S. of it; they are brigs of 200 tons. On shewing a jack at the fore, they answer with a red at the main: carefully observe their movements and signals (Marriott's) as they are sometimes in perilous situations; attend carefully to the lead, and keep a good look-out.

Burrampooter and Megna are names belonging to the same river in different parts of its course. The Megna falls into the Burrampooter, and though a much smaller river, communicates its name to the other during the rest of its course to the sea. The Burrampooter, for a distance of 400 miles

through Bengal, bears a resemblance to the Ganges, except that during the last 60 miles, before its junction with the Ganges, it forms a stream, which is regularly from four to five miles wide, and but for its freshness, might pass for an arm of the sea. In the channels between the islands in the mouth of the Megna, the height of the bore is said to exceed 12 feet, and is so terrific in its appearance, and dangerous in its consequences, that no boat will venture to pass at spring tide.

KEDGEREE is a small village on the W. bank of the river, where the ships of war frequenting this river, usually anchor. The European residents are the agent who has the care of the post-office, loading and unloading the Company's ships, and another agent who supplies shipping with provisions and other necessaries. The village is small, but the land around it flat and low, and the situation considered unhealthy during the months of July, August, and September, when the periodical rains take place, and the heats are excessive.

Provisions and Refreshments of all kinds are abundant here, and very cheap. Fowls, ducks, geese, pine-apples, plantains, limes, shaddocks, &c. are all extremely reasonable.

DIAMOND HARBOUR is on the E. bank of the river. There is a good carriage road hence to Calcutta, distance 31 miles. Here the Company's regular ships usually remain to unload their outward, and the greater part of their homeward-bound cargoes; the remainder is taken in lower down the river, in Sagor Roads. The Company have mooring chains laid down, and warehouses, or bankshalls, for the reception of ships' stores, rigging, &c.; and a regular market is held, where all sorts of provisions and refreshments are to be procured in abundance, and cheap. The only European residents are an agent, as at Kedgeree, the Port Master (who acts as Post Master), and his assistant.

A short distance above this anchorage, the bed of the river turns to the left; and a little further is the mouth of a large river, improperly called the Old Ganges, but its true name is the Roopnarain. The place where it unites with the Hughley, is the most dangerous part of the navigation of the river.

FULTA is a short distance higher up on the right side of the river.

The village is considerable, and has a bazar well supplied with provisions, vegetables, fruits, &c. There is generally an European residing here, who undertakes to supply the homeward-bound East Indiamen with sheep, poultry, and other stock at reasonable prices.

The settlements above Calcutta are the following:—

BARNAGORE, a small village on the E. bank of the river, about five

miles from Calcutta. Various kinds of piece-goods are manufactured here, particularly a coarse kind of blue handkerchiefs; and Surat piece-goods are imitated, but they are generally of a thin and open texture.

SERHAMPORE, or SERAMPORE.—This town is situated on the W. bank, about five miles from Barnagore. The town extends about two miles in length, but its breadth is inconsiderable; it has no fortifications, only a battery for saluting. Nearly opposite, on the other bank of the river, are the cantonments of Barrackpore.

BANKIBAZAR.—About three miles higher up the river, on its E. bank, is this small village, where the East India Company of Ostend had formerly a factory.

CHANDERNAGORE is situated on the W. bank, about four miles above the latter place. The territory attached to it extends about two miles along the banks of the river, and about 1½ mile inland. The fort, now in ruins, is nearly at an equal distance between the N. and S. extremities of the territory, and about thirty yards from the river. The town is of considerable extent, and much trade used to be carried on here.

CHINSURAH is also on the W. bank. The town is built along the river, in an irregular manner, and many of the houses are large and handsome: on the land side it is closed by barrier gates. Here is a handsome church. The Dutch fort, which bears the name of Fort Gustavus, is constructed in a large open space, about 500 feet from the river. There are three gates; one towards the river, one on the land side to the N., and the other to the S. The warehouses and residence of the Chief are within the fort. A battery of 21 guns is on the river-side, for the purpose of firing salutes.

HUGHLEY, or HOOGLEY, is about two miles above Chinsurah. The town extends near three miles along the banks of the river. At its N. extremity is a fort, now in ruins.

BANDEL is a native village of considerable extent, about three miles to the N. of Hughley. The trade carried on is very trifling.

The following are the estimated distances between the under-mentioned stations, from Point Palmiras up the Hughley to Calcutta, by the channels navigated by shipping.

From Point Palmiras to the Floating Light Vessel, stationed in the centre of the eastern channel, 85 miles; thence to Sagor Point, 37 miles; thence to the New Anchorage, 13 miles; thence to Diamond Harbour, 30 miles; from Sagor Point to Kedgeree Point, 18 miles; thence to Diamond Harbour, 30 miles; thence to Fulta House, 20 miles; thence to the Meyapore Magazine, 11 miles; thence to Fort Gloster, 9 miles; thence to

the Old Powder Mills, 10 miles ; thence to Raj Gunge, 3 miles ; thence to Kidderpore Dock, 7 miles ; thence to Chandpaul Ghaut, S. W. extremity of Calcutta, 3 miles.

SECTION XXI.

CALCUTTA.

CALCUTTA, the principal settlement belonging to the English in the East Indies, and the residence of the Governor-General, to which all their other settlements are subordinate, is situated on the E. bank of the river, in latitude 22° 33′ N., and longitude 88° 26′ E.

The town extends along the banks of the river about four miles and a half ; its breadth in many places is inconsiderable. On landing, and entering the town, a very extensive square presents itself, with a large piece of water in the middle, for the public use. The pond has a grass-plot round it, and the whole is enclosed by a wall with a railing on the top ; the sides of this enclosure are each nearly five hundred yards in length. The square itself is composed of magnificent houses, which render Calcutta not only the handsomest town in Asia, but one of the finest in the world. One side or the square consists of a range of buildings occupied by persons in the civil service of the Company, and is called the Writers' Buildings. Part of the side towards the river is taken up by the old fort, the first citadel built by the English after their establishment in Bengal. It is no longer used as a fortification ; the ramparts are converted into gardens, and on the bastions, and in the inside of the fort, houses have been built for persons in the service of the Government, particularly the Officers of the Custom House. Between the old fort, and the right wing of the Writers' Buildings, is erected a monument in remembrance of the barbarous conduct of the Nabob, on the capture of the fort in 1756.

There are several churches of the established religion at Calcutta, and also churches for the Portuguese Catholics, another of the Greek persuasion, an Armenian conventicle, a synagogue, several mosques, and a great number of pagodas ; so that nearly all the religions in the world are assembled in this capital.

The Black Town is to the N. of Calcutta, and contiguous to it; it is extremely large and populous, with very narrow, confined, and crooked streets, a few of which are paved. The houses are variously built, some with brick, others with mud, and a greater proportion with bamboos and mats. These different kinds of buildings, standing intermixed with each other, form a curious appearance. Those of the latter kind are invariably of one story, and covered with thatch; those of brick seldom exceed two stories, and have flat terraced roofs. Most of the streets have a small canal on each side, about a foot and a half to two feet wide.

Fort William is situated about a quarter of a mile below the town, and makes a noble appearance from the river. It was built by the English soon after the battle of Plassey, and immense sums have been expended upon it.

The fort contains only such buildings as are necessary, such as the residence of the Commandant, quarters for the officers and troops, and the arsenal. Exclusive of these, the interior of the fort is perfectly open, presenting to the sight large grass plots, gravel walks occasionally planted with trees, piles of cannon, bombs, balls, and whatever can give to the place a grand, noble, and military appearance. Each gate has a house over it, destined for the residence of a Major; they are large and handsome buildings.

Between the fort and the town a level space intervenes, called the Esplanade. The Government House, and Chowringhee Road, a line of detached houses belonging to Europeans, make a very interesting figure: they are detached from each other, and insulated in a great space, the general approach to which is by a flight of steps, with large projecting porticoes, which give an elegant and handsome appearance. The Government House is situated on the W. side of the Esplanade.

The aforegoing account is probably a very imperfect picture of the present state of Calcutta. Every year witnesses astonishing improvements there, in the enlargement of old roads, the formation of new ones, the erecting of churches and splendid public and private edifices, the removal of nuisances, &c. Under the administration of Marquis Hastings, Calcutta almost changed its aspect.

The population of Calcutta, which was formerly estimated at 700,000, was ascertained in 1822, during the new assessment, when the numbers were found to be as follow:—

Christians, 13,138; Mahommedans, 48,162; Hindoos, 118,203; Chinese, 414; making a total of 179,917 only. Besides the resident population, about 100,000 persons enter Calcutta daily, from the suburbs and opposite side of the river.

The civil and military government of Bengal, Bahar, and Orixa is vested in a Governor-General and three Counsellors. Vacancies therein are to be supplied by the Directors, and the Counsellors to be taken from the civil servants, of not less than twelve years standing. If the Directors neglect to fill up vacancies for two months after the notification thereof, the King may supply such ; but the parties so appointed, only to be recalled by the King. Provisional appointment may be made by the Directors, but no salary paid till the parties are in the actual possession of the office. If a vacancy in the office of Governor-General takes place, when there is no provisional successor on the spot, the Counsellor next in rank, to fill the office till a successor arrives, or a person on the spot is appointed ; and if, during this interval, the Council should be reduced to one member only, besides the acting Governor-General, he may call any Senior Merchant he may think fit, to act as a temporary Counsellor till the arrival of a Governor-General, or fresh appointments made ; the salaries only to be received while holding the offices. Although no provisional successor be on the spot, the Commander in Chief not to succeed to the office of Governor-General, except specially appointed so to do ; but the Counsellor next in rank to him to succeed. If a vacancy occurs in the Members of Council, and no provisional Counsellor be on the spot, the Governor-General in Council to appoint such from the Senior Merchants. The Commander in Chief, not being Governor-General also, when appointed to the Council, to rank next the Governor-General; but not to receive salary as a Counsellor, unless specially appointed so to do.

If any Member of Council become incapable of acting, or be absent, and the Governor-General should require the advice of a full Council on any urgency, he may call provisional successors ; or if none such be on the spot, Senior Merchants to the Council. Persons so called, not to be paid any salary, nor to be deprived of any office on account thereof. The King may remove any servants of the Company ; a duplicate of the instrument for such removal being transmitted to the Chairman, or Deputy Chairman, within eight days after being signed by His Majesty. The Directors may also remove their servants, &c. except in case of appointments made by the King, in consequence of the Court of Directors not appointing. Departure from India, or arrival in Europe of Governor-General, &c. deemed resignation of office ; but during residence in India, resignation must be notified under hand and seal. Salary, &c. to cease on the respective days such acts take place. If the Presidency be quitted, except on the known actual service of the Company, salary, &c. not to be paid during such absence ; and if parties quitting, do not return, the salary, &c. to cease on the day the Presidency was left.

When Council assembled, to proceed in the first place to matters proposed by the Governor-General; and on any question of the Counsellors, the Governor-General may twice adjourn the discussion for forty-eight hours. All proceedings of Council to be expressed as made by the Governor-General in Council, and to be signed by the Chief Secretary.

The Governor-General and Council to superintend the other Presidencies; the latter to obey their orders, except they may be repugnant to orders of the Directors, acquainting the Governor-General, &c. with their orders, stating the dates of the last dispatches from the Directors; the subordinate governments also informing the Governor-General in Council of the receipt of such dispatches as they may deem contrary to the orders of the Governor-General, &c. who is finally to decide. The Governor-General, &c. not to commence hostilities against native powers, nor to enter into treaty for those purposes, but by the authority of the Court of Directors, except in cases where hostilities have been commenced, or preparations for that purpose made. Subordinate governments not to declare war, &c. but in consequence of orders from the Governor-General, &c. or the Court of Directors; and to make all treaties (if possible) subject to the ratification of the Governor-General, &c.; also to inform the Governor-General in Council of all things material to be communicated, or that may be required of them.

The Governor-General may issue warrants for securing and proceeding against suspected persons, and may also seize ships, &c. with the persons of those engaged in illicit trade, and send them to England.

If the Governor-General differs in opinion with the Council after they shall have stated their opinions in writing, he may direct such measures thereon as he may see fit, on his own responsibility, so that such measures could have been legally effected with the consent of the Council. These powers not to be exercised by Governors-General succeeding in consequence of death, &c. except provisionally appointed, or confirmed by the Directors. While Governors-General are acting previous to confirmation, all questions to be decided by plurality of voices, the Governor-General having the casting vote; but the Governor-General in no case to act against the opinion of the Council in judicial matters, or in regulations for the good order of civil government, &c. nor by his own authority to impose any tax, &c.

When the Governor-General may be at either of the other Presidencies, the powers of the Governors there to be suspended (except in judicial proceedings) from the proclamation of the arrival to that of the departure of the Governor-General, or till his departure; during such period the powers of government to be vested in him, the respective Governors sitting and

acting as Members of Council; and when absent from Bengal, the Governor-General may appoint a Member of Council, Vice-President and Deputy Governor of Fort William, such Deputy to exercise only similar powers to those of the Governor of Madras, &c. The Governor-General's orders to the other Presidencies, or officers acting under them, to be obeyed as though issued by the Governor-General in Council, he taking the responsibility upon himself, and giving the respective Presidencies copies of such orders, and also transmitting them to the Court of Directors. The Directors, with the approbation of the Board of Commissioners, may suspend the exercise of the independent authority of the Governor-General, whenever they see fit, such suspension to take place from the receipt of the orders to that effect, and may also revive such powers.

The Governor-General, &c. demanding or receiving presents, gifts, &c. wilfully neglecting or disobeying the orders of the Court of Directors, and the making of corrupt bargains, deemed misdemeanours in law, amenable to Courts in India and in England; and for acts committed in the territories of native Princes, and against them and their subjects, the same as though committed within the British territories. No action against the Governor-General, &c. to be stayed or compounded before a final judgment, except with the consent of the Board of Commissioners; and after any sentence pronounced, the judgment not to be compounded, nor persons suspended or dismissed by such sentences, to be restored.

The Governor-General, &c. not to be concerned in trade, except on account of the Company. May appoint covenanted servants, or other British subjects, to act as Justices of the Peace and Coroners.

The Governor-General signifying his intention to be absent from Council, the senior member present at the Board to preside, with the powers of Governor-General, while the Council is assembled. Acts of such Council not valid, without the signature of the Governor-General, if he shall be at the Presidency, and not indisposed; but if the Governor-General shall refuse to sign such acts of Council, the Members who do sign, and himself mutually to exchange in writing their opinions; the Governor-General to be subject ultimately to the same responsibility which attaches to his dissent from proposed measures when present in Council, by the 33d Geo. III. chap. 52. The Governor-General not hereby prevented from appointing a a Vice-President during absence from his Government.

The Governor-General in Council to take order for the transportation of persons (other than natives), convicted of certain crimes, to the eastern coast of New South Wales.

The Court of Directors may appoint the Commander in Chief at

Bengal to be a Member of Council, and to rank next the Governor-General, although the chief command of the forces in India may be vested in such Governor-General; but in case of a vacancy in the office of Governor-General, such Commander in Chief not to succeed thereto (except provisionally appointed so to do); but the vacancy to be filled up by the Counsellor next in rank to the Commander in Chief.

The Governor-General and Council not amenable to the Supreme Court for acts done in their public capacity, nor for their rules and regulations in revenue matters; persons impleaded for acts done by their order, the production of such order to be their discharge. Governor-General, &c. and persons acting under their orders, subject nevertheless to process, &c. in any competent Court in the kingdom. Parties aggrieved by orders of Governor-General, &c., on making oath of the same in the Supreme Court, and giving bond to complain in Great Britain before a competent Court, the Supreme Court to compel production of those orders, &c. and to examine witnesses, which examination is to be taken as evidence in any of the Courts in Westminster. No suit to be carried on against the Governor-General, &c. in Great Britain (the High Court of Parliament excepted), unless commenced within five years after the commission of the offence, or five years after the arrival of the parties in England.

Trade.—The annual reports of trade, drawn up by the Calcutta Board of Customs, have exhibited results which, it appears, are so much at variance with the real state of the trade in Bengal, that no advantage can well arise from the publication of statements drawn from that source, by reason of the unsatisfactory mode in which the goods are valued. The total amount of exports during eight years, ending 1820-21, are therein shewn as follows:—

		Rupees.
Imports, *viz.*	Merchandise	16,79,14,286
	Balance of specie	21,66,79,214
	Bills returned to Calcutta	8,14,95,993
		46,60,89,493
Exports		44,58,91,038
		2,01,98,455

It would appear from hence, that a quarter of a million sterling nearly, is due to Bengal, instead of a large annual surplus remittance from thence to Europe, estimated by some at three millions. Mr. Prinsep has clearly

shewn that had the valuations been taken after a better plan, the statement would have corresponded with the result which he has obtained from computing the respective accumulations of the various classes of European residents. The chief causes of the discrepancy between these statements and the truth, are the want both of approximation to accuracy, and also of uniformity in rating the exports, and the loose mode of converting the invoice values of imports into Indian money.

Mr. Prinsep has furnished the following estimate of the real state of the external commerce of Calcutta, for the period above mentioned:

	Imports.	Exports.
Total value of Merchandise Rs.	16,64,95,078	57,08,47,595
——— Bullion	19,90,46,261	82,34,362
——— Bills on the Bengal Treas.	8,14,96,993	
Grand Total Rs.	44,70,38,332	57,90,81,957

Hence it would appear, that the average annual amount of the imports during that period was Rs. 5,58,79,792, and that of the exports Rs. 7,23,85,245; the latter exceeding the former by Rs. 1,65,05,453. He represents the real balance, exclusive of the Company's surplus profits, &c. at Rs. 1,89,07,700, in favour of Bengal.

The total value of merchandise imported into Calcutta from the United Kingdom, during the eight years before mentioned, according to the Trade Reports, was Rs. 8,69,25,064; but according to Mr. Prinsep's amended statement, Rs. 8,14,34,978, which forms nearly half the aggregate amount of imports.

The following is a statement of the number of vessels, and their amount of tonnage, which arrived at, and sailed from, Calcutta, in the respective years of 1818-19, 1819-20, and 1820-21:

	1818–19.		1819–20.		1820–21.	
	Ships.	*Tonnage.*	*Ships.*	*Tonnage.*	*Ships.*	*Tonnage.*
Arrived under British flag	290	122,234	239	97,705	209	89,265
Danish do.	6	2,946	2	836	2	562
Portuguese do.	16	6,728	12	5,900	13	7,207
Spanish do.	3	2,203	1	396	1	610
French do.	24	10,146	13	4,754	13	5,352
Dutch do.	4	1,107	4	651	1	205
American do.	54	16,498	24	6,977	13	4,320
Arab & Dhony do.	166	29,104	187	32,845	69	15,946
	563	190,966	482	150,064	321	123,467

	1818-1819.		1819-20.		1820-21.	
	Ships.	*Tonnage.*	*Ships.*	*Tonnage.*	*Ships.*	*Tonnage.*
Sailed under British flag	314	130,110	159	104,030	240	101,750
Danish do.	4	1,393	7	2,960	1	400
Portuguese do.	15	6,518	12	5,290	16	8,799
Spanish do.	2	1,333	—	—	—	—
French do.	23	9,740	13	4,636	11	4,361
Dutch do.	3	962	5	846	1	683
American do.	53	16,129	36	10,937	1	3,695
Arab & Dhony do.	166	30,426	186	32,745	67	15,958
	580	196,611	418	161,444	347	135,646

The private tonnage shipped to Great Britain was, in 1818-19, 49,114 tons; in 1819-20, 34,675 tons; in 1820-21, 26,734 tons: the latter consisted entirely of Bengal extra and licensed ships.

Country Trade.—What is termed the country trade, is that carried on by British subjects resident in India, or by native merchants, in India-built ships, between the British settlements and other parts of British and foreign Asia, including ports and places from the Cape of Good Hope to Japan. This trade has considerably diminished since the competition of British traders from Europe has been permitted.

Port Regulations.—On arriving off Calcutta, (or if the vessel moors at one of the lower stations, on his arrival in town), the commander must report himself at the Master-Attendant's office, where passengers must also appear, as well as at the Police-office. Immediately on a ship's coming round Kyd's Point, (opposite Fort William), she hoists a blue-peter at the main, as a signal to the Harbour-Master to send an assistant on board, who takes charge of, and moors the ship. A list of the crew and passengers must be delivered at the police-office, where an import manifest, according to a printed form, is sworn to, and then deposited at the Custom-house. A list of officers, passengers, crew, &c. filled up on a printed form, must be delivered to the pilot who takes charge of the vessel; a copy to be sent to the Marine Registry Office, where the crew must be registered. Letters, packets, &c. are to be delivered to the Post-office boat alongside the ship. No ballast or rubbish to be thrown into any part of the river.

Commanders carrying Batta Lascars, or other natives, to sea forcibly, are punished with rigour. No vessel to be moved in the river, unless a pilot or Harbour-Master's assistant be on board, under the penalty of 200 rupees. No pilot can take charge of a vessel outwards until a certificate be obtained from the Marine Paymaster, that all port-charges are paid, to be presented at the Master-Attendant's office.

Previously to a ship's clearing from Calcutta, application must be made at the Master-Attendant's office for a pilot; and if the vessel wants any part of her cargo, permission must be obtained from thence to proceed to the required station, to complete the lading. Commanders may, *by usage*, chuse their pilots. Commanders must be on board their ships whilst moving up or down the river, unless prevented by sickness or unavoidable cause. A list and specification of crew and passengers must be delivered on oath at the Police-office. An application to the Collector of the Customs for a port-clearance must contain a list of the cargo, according to a printed form, and must be accompanied by the affidavit and a certificate from the Police-office, the ship's pass and certificate of registry, with a certificate from the Commissariat Office in discharge of hospital charges. The port-clearance, when obtained, must be taken to the Master-Attendant's office, with the ship's pass and certificate of registry, and a certificate from the Marine Paymaster in discharge of the pilotage and port-charges.

Duties.—By Regulation, 1810, (subsequently altered and modified), it is enacted, that Custom-houses shall henceforth be fixed in the Cities of Agra, Furruckabad, Allahabad, Benares, Patna, Moorshedabad, Dacca, and Calcutta, and in the towns of Meerut, Cawnpore, Mirzapore, Chittagong, Hughley, and Balasore; and that duties, under the denomination of Government customs, shall be levied on the under-mentioned goods, at the following rates, *viz.*

Five per cent. ad valorem, on the importation, exportation, or transit of the following goods:—

Gold and silver tissues, lace and thread, gunnies, sugar, jaggery, goor, syrup, dammer, vitriol, or tooteah, raw hides, leather, boots and shoes, stone plates, and Bengal paper.

The same duties on the under-mentioned articles, taken at a fixed valuation, *viz.*

Cutch	8 rupees per factory maund.
Coco-nuts	20 ditto per thousand.
Stick and shell-lac	10 ditto per md. of 80 Sic. wt.
Soap	8 ditto per maund.
Cake and seed-lac	10 ditto per md. of 80 Sic. wt.
Sal Ammoniac	25 ditto per factory maund.
Alkali, soojee muttee, or natron	1 ditto per maund.

$7\frac{1}{2}$ per cent. ad valorem, on the importation, exportation, or transit of the following goods:—

Cotton yarn, carpets and setrenjees, oil and oil seeds, mustard, sesa-

mum, and all other oils, aromatic seeds, Chuckrassy wood, Toon and Sitsol ditto, hookahs and snakes, vidree ware, chanks, and pipe staves.

The same duty on the under-mentioned articles, at a fixed valuation, *viz.*

Raw silk filature	7 rupees per seer of 80 Sic. wt.
Bengal wound silk	6 ditto per ditto.
Tusha	5 annas per ditto.
Chassum	3 ditto per ditto.
Betel-nut	5 rupees per factory maund.
Long pepper	12 ditto per ditto.
Piplamul	12 ditto per ditto.
Dry ginger	4 ditto per ditto.
Saltpetre	4 ditto per ditto.
Elephants' teeth	110 ditto per ditto.

10 per cent. ad valorem, on the importation, exportation, or transit of the following goods:

Assafœtida, Saul timber, Sissoo ditto, Jarrool ditto, Soondry ditto, yellow ochre, vermilion, Indian red, minium, Prussian blue, peoree, verdigrease, arsenic, sulphur, alum, and coral.

The same duty on the under-mentioned articles, at a fixed valuation, *viz.*

Wax	45 rupees per factory maund.
Wax candles	70 ditto per ditto.
Pepper, black and white	11 ditto per ditto.
Saffron	35 ditto per seer.
Chunam	40 ditto per maund, to be levied at Calcutta and Dacca only.

On the importation, exportation, or transit of cotton wool, 12 annas per md. of 96 Cal. Sic. wt. But by Reg. 1815, it is declared, that the inland or transit duty on cotton wool, in its cleaned or uncleaned state, shall not exceed 5 per cent. ad valorem; so that the afore-mentioned rate is reducible accordingly.

Note.—A drawback of all the duty is allowed on the exportation to the United Kingdom of cotton wool, the produce of any part of India.

5 per cent. ad valorem, on the importation, exportation, or transit, generally, of borax and tincal, and 2½ per cent. on the importation from Nepaul of the same articles.

7½ per cent. ad valorem, on the importation, exportation, or transit, generally, of the following goods, and 2½ per cent. on the importation from Nepaul of the same articles, *viz.*

Ottar, and other essential oils, perfumed oils, ambergris, civet, musk, benjamin, frankincense, putcha paut, rose-water, and keerah-water.

10 per cent. ad valorem, on the importation of pig lead, sheet lead, small shot, and tobacco, imported into Cuttack, (to be levied at Balasore only.) The same duty upon quicksilver, taken at a fixed valuation of four rupees per seer; and tin and tutenague at 20 rupees per maund. The same duty upon an advance of 50 per cent. on the invoice valuation of shawls.

5 per cent. ad valorem, on the importation by sea of the following articles:—

European woollens.

All canvas, except such as is manufactured in the country, or of country materials.

Cordage, and other marine stores, except sunn hemp, or materials for cordage, of country growth.

Rosin and turpentine.

Cowries imported at Calcutta, Chittagong, or Balasore only.

The same duty on coir, the produce of Ceylon or the Maldives, at 9 rupees per factory maund.

7½ per cent. ad valorem, on the importation by sea only of the following articles:—

Mahogany, and all other sorts of wood used in cabinet ware.

Beads, malas, or rosaries.

Carriages, (the duty on which is to be levied under rules especially enacted for Calcutta).

China goods (tea excepted), coffee, sago, and rattans.

The same duty on galangal and kullinjan, taken at a fixed valuation of 8 rupees per maund.

10 per cent. ad valorem, on the importation by sea only of wines, European goods, and tea.

5 per cent. ad valorem, on the importation generally of furs, cow-tails, and cowries; and 2½ per cent. on the importation of the same articles from Nepaul.

10 per cent. on the importation by sea of spices, *viz.* pimento, cloves, mace, nutmegs, cassia, malabathrum leaf or tauzpaut.

2½ per cent. on the importation of the same articles from Nepaul.

The same duty on copper or brass, wrought or unwrought, at a valuation of 20 rupees per maund.

10 per cent. on the inland importation generally of unwrought copper and brass, at a valuation of 20 rupees per maund.

10 per cent. ad valorem, on the importation by sea of iron, steel, and manufactured iron and steel; and the same duty on importation by land generally; and 2½ per cent. on the importation from Nepaul of those articles, taken at a fixed valuation of 7 rupees per maund.

10 per cent. ad valorem on the importation from Europe or America, and 30 per cent. on the importation from foreign territories in Asia, of gin, brandy, rum, and arrack.

Salt made out of the limits of the territories dependent on this Presidency, is subject, on importation by sea, to the duty of 3 sicca rupees per maund of 40 seers, each seer 82 Sic. wt.

Opium made out of the limits of the territories dependent on this Presidency, is subject, on importation by sea, to the duty of 24 Sicca rupees per seer of 80 Cal. Sic. wt.

Tobacco, imported or exported, is subject to a duty of 4 annas per maund, to be drawn back on exportation to the United Kingdom.

Two rupees each on the importation or transit of matchlocks, one rupee each on swords, and four annas each on shields.

7½ per cent. ad valorem, on the importation and transit generally, and 2½ per cent. on the importation from the Vizier's and Nepaul territories, of cotton piece-goods, silk piece-goods, and goods partly of silk and partly of cotton, embroidered goods and brocades, thread, tape, and fringes.

5 per cent. ad valorem, on the transit or exportation of country woollens, *viz.* looys and blankets, the manufacture of the Company's territories; and 2½ per cent. on their importation from Nepaul.

7½ per cent. ad valorem, on the transit or exportation of the following goods, the produce of the country, or on their importation by sea:—

Dying drugs, *viz.* allah, morinda, cochineal, cossum flower, madder, loadh, and toond flower.

Woods used in dying, *viz.* sapan-wood, and sandal ahmer, or red sandal-wood.

Fragrant woods, *viz.* white or yellow sandal-wood, ugger, or aloe-wood, and tuggur.

7½ per cent. ad valorem, on the transit or exportation of the following gums and drugs, the produce of the country, and 10 per cent. on their importation by sea, *viz.*

Camphire, cherayta, Columbo root, Soonamooky leaf, copal or karoba, galbanum, gum arabic, senna, spikenard, mastic, hurrah, storax, buhera, ownla, and myrrh.

5 per cent. on the importation, exportation, or transit of indigo, taken at a fixed valuation of 100 rupees per factory maund, and an additional

duty of 2½ per cent. on the exportation by sea of indigo, the produce of the Vizier's dominions.

Note.—By Reg. 1815, a drawback is allowed on indigo exported to the United Kingdom in British registered or Indian-built ships, trading according to law, as follows:—If the produce and manufacture of territories belonging to this Presidency, the whole amount of duty; if the produce and manufacture of the Vizier's, or any other native power, after the same rate as the preceding, although the duty levied may have been higher.

5 per cent. ad valorem, on the exportation by sea only, of tallow, tallow candles, and hog's lard; salted provisions and purser's stores.

A drawback of 2½ per cent. is allowed on the exportation by sea of the following articles:—

Long pepper, piplamul, dry ginger, aniseeds, cardamums, coriander seeds, cummin seeds, adjuan seeds, camphire, cherayta, Columbo root, copal or karoba, galbanum, gum Arabic, spikenard, mastic, hurrah, buhera, ownla, myrrh, Soonamooky leaf, senna, storax, stick lac, lahi joory lac, shell lac, cake lac, seed lac, attah, awl or morinda, cochineal, cossum flower, dhye flower, hursinghar flower, loadh, munjeet or madder, toond flower, sapan wood, red sandal wood, white ditto, yellow ditto, ugger or aloe wood, and tuggur.

The same drawback is allowed on the exportation to Europe or America, of sugar, jaggery, goor, and syrup.

A drawback of 5 per cent. is allowed on the exportation by sea, of such cotton piece-goods, silk piece-goods, goods made partly of silk and partly of cotton, and all such silk as shall have previously paid a duty of 7½ per cent.

An additional duty of 2½ per cent. is charged on the re-exportation by sea, of all foreign articles, which have paid an import or transit duty, not exceeding 2½ per cent.

The goods specified above, after having paid the prescribed duties once, are not liable to any further impost, save such additional duties as they may be particularly subject to, on their exportation by sea. All goods not specified above, are liable to a duty of 5 per cent. on importation or exportation by sea, with the exception of the following, *viz.*

Imports.—Teak timber, horses, bullion, coin, precious stones and pearls, goomootoo, and other articles (coir excepted), used for the manufacture of cordage.

Exports.—Grain of all sorts, precious stones and pearls, opium purchased at the Company's sales, carriages, palanquins, and spirits distilled

after the European manner in the provinces under this Presidency, to an amount not exceeding 1000 gallons.

A drawback of the whole amount of duty is allowed on hemp and sunn, the produce of any part of India, exported to the United Kingdom.

On the exportation to the United Kingdom of all other articles liable to duty (including saltpetre), such a drawback is allowed as shall reduce the duty actually receivable by Government to $2\frac{1}{2}$ per cent.

The prices of those articles, on which the duties are levied ad valorem, are specified in books of rates which are kept for public inspection at the different custom-houses, &c. If any article is omitted in the book of rates, its value is taken at an advance of 20 per cent. on the prime cost, as proved by the invoice, or otherwise to the satisfaction of the Collector. Damaged goods are rated at their actual value.

In the enumeration of articles subject to duty, the maund, where not otherwise specified, is always taken at 80 Calcutta Sicca weight per seer.

Any attempt to pass a larger quantity of goods than is specified in the application to the Collector, or subsequently to pass a larger quantity than is described in the rowannah, or pass, subjects the whole of the goods to confiscation. An attempt to pass goods of superior value to those specified in the pass, subjects them to double duties.

Free rowannahs, entitling the goods to pass without question, are granted by the Collectors at Calcutta, Chittagong, and Balasore, on such articles as are exclusively imported by sea, on payment of a duty of $\frac{1}{4}$ per cent. on the value, and a fee to the Collector of 1 rupee per mille.

Goods found in transit, unaccompanied by a rowannah, are chargeable with double duties; and in the event of the owner refusing or omitting payment, such part of them as may be deemed equivalent to the duties, is seized, and after three months sold, and the balance of the proceeds of the sale is paid to the owners, the duties and custom-house charges being first deducted. Any attempt clandestinely to pass goods within the limits of any of the chokies, unaccompanied by a rowannah, or without having paid the duties, is punished by confiscation of the whole.

The transportation of all arms and military stores, without a pass from Government, is strictly prohibited; the importation of opium, the produce or manufacture of any foreign country, is also prohibited.

By Regulation, 1823, the following alterations are made in the export duties;—

Schedule of Duties payable on Exportation by Sea of the under-mentioned Goods, imported from the Interior of the Country.

	On British Bottoms.	On Foreign Bottoms.
Cotton or piece-goods, the manufacture of the British territories (in India)	Free.	... 2½ per cent.
Cotton or piece-goods, the manufacture of Oude and other foreign States, if exported to Europe	"	... 7½ "
Cotton or piece-goods, the manufacture of Oude and other foreign States, if exported to other quarters...	2½ per cent.	... 7½ "
Silk and mixed piece-goods, if exported to Europe...	Free.	... 7½ "
Ditto, if exported to other quarters	2½ per cent.	... 7½ "

The following Table exhibits the changes and modifications of the Import Duties :—

TABLE OF THE RATES OF DUTIES

Levied on the following Goods (not being the Produce or Manufacture of the United Kingdom, or of Foreign Europe), on their Importation into Calcutta by Sea, on British or Foreign Bottoms; and the Drawbacks allowed on Re-exportation to the United Kingdom, by Vessels trading under the Provisions of the Acts for regulating the direct and circuitous Trade between the United Kingdom and India.

The Duty on Goods imported on Foreign Bottoms is double that of the First Column.

ENUMERATION OF GOODS.	IF IMPORTED ON A BRITISH BOTTOM.		ON A FOREIGN BOTTOM.
	Import Duty per Cent. on Value.	Drawback on Re-exportation to the U. K.—Proportion of Duty.	Drawback on Re-exportation to the U. K.—Proportion of Duty.
Allspice	10	3-4ths.	7-8ths.
Aloe Wood	7½	2-3ds.	5-6ths.
Alum	10	3-4ths.	7-8ths.
Ambergris	7½	2-3ds.	5-6ths.
Anise	ditto	ditto	ditto
Arrack, Batavia	Sa. Rs. 55 per leager	....	....
Ditto, from America	10	3-4ths.	7-8ths.
Ditto, from foreign territories in Asia	30	11-12ths.	22-34ths.
Arsenic, red, white, or yellow	10	3-4ths.	7-8ths.
Assafœtida	ditto	ditto	ditto
Attah	7½	2-3ds.	5-6ths.
Awlroot	ditto	ditto	ditto
Beads, Malas or Rosaries	ditto	ditto	ditto
Betel-nut	ditto	ditto	ditto
Ditto, town duty	5	total	total
Benjamin	7½	2-3ds.	5-6ths.
Borax	5	ditto	3-4ths.
Brandy	10	3-4ths.	7-8ths.
Ditto, from foreign territories in Asia	30	11-12ths.	22-34ths.
Brass	10	3-4ths.	7-8ths.
Brimstone	ditto	ditto	ditto

ENUMERATION OF GOODS.	IF IMPORTED ON A BRITISH BOTTOM.		ON A FOREIGN BOTTOM.
	Import Duty per Cent. on Value.	Drawback on Re-exportation to the U. K. — Proportion of Duty.	Drawback on Re-exportation to the U. K. — Proportion of Duty.
Brocade	7½	2-3ds.	5-6ths.
Buhera	10	3-4ths.	7-8ths.
Buckhum Wood	7½	2-3ds.	5-6ths.
Bullion and Coin	no duty	no drawback	no drawback
Callijeerah	7½	2-3ds.	5-6ths.
Camphire	10	3-4ths.	7-8ths.
Canvas	5	2-3ds.	3-4ths.
Cardamums	7½	ditto	5-6ths.
Carriages	ditto	ditto	ditto
Cassia	10	3-4ths.	7-8ths.
Chanks	7½	2-3ds.	5-6ths.
Cherayta	10	3-4ths.	7-8ths.
China Goods	7½	2-3ds.	5-6ths.
Cloves	10	3-4ths.	7-8ths.
Cochineal	7½	2-3ds.	5-6ths.
Coco-nuts	5	ditto	3-4ths.
Coffee	7½	ditto	ditto
Coir	5	ditto	ditto
Columbo Root	10	3-4ths.	7-8ths.
Coosum Flower	7½	2-3ds.	5-6ths.
Copal, or Kuhroba	10	3-4ths.	7-8ths.
Copper	ditto	ditto	ditto
Coral	ditto	ditto	ditto
Cordage	5	2-3ds.	3-4ths.
Cowries	ditto	ditto	ditto
Crimdana	7½	ditto	5-6ths.
Dammer	5	ditto	3-4ths.
Dhye Flower	7½	ditto	5-6ths.
Elephants' Teeth	ditto	ditto	ditto
Embroidered Goods	ditto	ditto	ditto
Frankincense	ditto	ditto	ditto
Galbanum	10	3-4ths.	7-8ths.
Galingal	7½	2-3ds.	5-6ths.
Ghee	5	ditto	3-4ths.
Ditto, town duty	10	total	total
Gin	10	3-4ths.	7-8ths.
Ditto, from foreign territories in Asia	30	11-12ths.	23-34ths.
Goomootoo and other articles (Coir excepted) used for the manufacture of Cordage	no duty	.....	.....
Goopee Matee	10	3-4ths.	7-8ths.
Gum Arabic	ditto	ditto	ditto
Gundeberoza	7½	2-3ds.	5-6ths.
Horses	no duty	.....	.....
Hurrah	10	3-4ths.	7-8ths.
Hursingah Flower	7½	2-3ds.	5-6ths.
Hurtaul	10	3-4ths.	7-8ths.
Indigo	5	total	total
Iron, and manufactured Iron	10	3-4ths.	7-8ths.
Jutta Munsee	ditto	ditto	ditto
Ivory	7½	2-3ds.	5-6ths.
Kullinjeen	ditto	ditto	ditto
Kutch	5	ditto	3-4ths.
Lac	ditto	ditto	ditto
ead, Pig, sheet, milled, and small Shot	10	3-4ths.	7-8ths.

ENUMERATION OF GOODS.	IF IMPORTED ON A BRITISH BOTTOM.		ON A FOREIGN BOTTOM.
	Import Duty per Cent. on Value.	Drawback on Re-exportation to the U. K. — Proportion of Duty.	Drawback on Re-exportation to the U. K. — Proportion of Duty.
Loadh	7½	2-3ds.	5-6ths.
Loban	ditto	ditto	ditto
Mace	10	3-4ths.	7-8ths.
Madder	7½	2-3ds.	5-6ths.
Mahogany	ditto	ditto	ditto
Marine Stores	5	ditto	3-4ths.
Mastic	10	3-4ths.	7-8ths.
Morinda	7½	2-3ds.	5-6ths.
Munjeet	ditto	ditto	ditto
Musk	ditto	ditto	ditto
Myrobalans	10	3-4ths.	7-8ths.
Myrrh	ditto	ditto	ditto
Nutmegs	ditto	ditto	ditto
Oils, vegetable or animal	7½	2-3ds.	5-6ths.
Ditto, town duty	5	total	total
Oil Seed	7½	2-3ds.	5-6ths.
Ditto, town duty	5	total	total
Oils, perfumed or essential	7½	2-3ds.	5-6ths.
Opium	24 Rs. per Seer	no drawback	no drawback
Orpiment, or Yellow Arsenic	10	3-4ths.	7-8ths.
Ottar	7½	2-3ds.	5-6ths.
Ownla	10	3-4ths.	7-8ths.
Pepper, Black and White	ditto	ditto	ditto
Piece Goods, Cotton	7½	2-3ds.	5-6ths.
Ditto, Silk, or partly Cotton and partly Silk	ditto	ditto	ditto
Pimento	10	3-4ths.	7-8ths.
Pipe Staves	7½	2-3ds.	5-6ths.
Precious Stones and Pearls	no duty	......	......
Prussian Blue	10	3-4ths.	7-8ths.
Putchapaut	7½	2-3ds.	5-6ths.
Quicksilver	10	3-4ths.	7-8ths.
Rattans	7½	2-3ds.	5-6ths.
Raw Hides	5	ditto	3-4ths.
Red Sandal Wood	7½	ditto	5-6ths.
Rosin	5	2-3ds.	3-4ths.
Rose Water	7½	ditto	5-6ths.
Rum	10	3-4ths.	3-4ths.
Ditto, from foreign territories in Asia	30	11-19ths.	22-34ths.
Saffron	10	3-4ths.	7-8ths.
Sago	7½	2-3ds.	5-6ths.
Salt (foreign)	3 Rs. per Md.	no drawback	no drawback
Sandal Wood, Red Ditto, White or Yellow	7½	2-3ds.	5-6ths.
Sapan Wood	ditto	ditto	ditto
Senna	10	3-4ths.	7-8ths.
Soonamooky Leaf	ditto	ditto	ditto
Spikenard	ditto	ditto	ditto
Steel, and manufactured Steel	ditto	ditto	ditto
Storax	ditto	ditto	ditto
Sugar, wet or dry, including Jaggery and Molasses	5	2-3ds.	3-4ths.
Ditto, town duty	ditto	total	total
Sulphur	10	3-4ths.	7-8ths.
Tape	7½	2-3ds.	5-6ths.
Tauzpaut	10	3-4ths.	7-8ths.

ENUMERATION OF GOODS.	IF IMPORTED ON A BRITISH BOTTOM.		ON A FOREIGN BOTTOM.
	Import Duty per Cent. on Value.	Drawback on Re-exportation to the U. K. — Proportion of Duty.	Drawback on Re-exportation to the U. K. — Proportion of Duty.
Teak Timber, used for Ship-building	no duty	....	....
Thread	7½	2-3ds.	5-6ths.
Tin	10	3-4ths.	7-8ths.
Tincal	5	2-3ds.	3-4ths.
Tobacco, town duty only	10	3-4ths.	7-8ths.
Toond Flower	7½	2-3ds.	5-6ths.
Tuggur	ditto	ditto	ditto
Turmeric	5	ditto	3-4ths.
Ditto, town duty	5	total	total
Turpentine	5	2-3ds.	3-4ths.
Tutenague	10	3-4ths.	7-8ths.
Uggur	7½	2-3ds.	5-6ths.
Vermilion	10	3-4ths.	7-8ths.
Verdigrease	ditto	ditto	ditto
Wax	ditto	ditto	ditto
Wax Candles	ditto	ditto	ditto
Wines	ditto	ditto	ditto
Wood, of all sorts, used in Cabinet-work	7½	2-3ds.	5-6ths.
Woollens	5	ditto	3-4ths.
Yellow Ochre, or Goopee Muttee	10	3-4ths.	7-8ths.
All articles not specified in the above list	5	2-3ds.	3-4ths.

Schedule of Duties on Goods the Produce or Manufacture of the United Kingdom, imported by Vessels trading under the Provisions of the Acts for regulating the direct and circuitous Trade between the United Kingdom and India; but not otherwise.

Articles subject to no Duty:—Anchors and grapnels, bellows, bird shot, blankets, blocks of sorts, boxes (pump), brass work and ware, broad cloth, braziery, buntin, camblets, canvas, capstan furniture, carpets of woollen manufacture, channel-work for ships, clocks, coffin furniture, compasses (azimuth, hanging and steering), copper of every description, copper pumps, copper rings, cordage, cotton screws (iron), cutlery, deals of sorts, figure-heads, fire and garden engines, gold leaf, Guernsey shirts, guns and pistols, hammers, hatchets, saws, hawse rollers, hose (woollen), jewellery, iron, iron butts, ditto hoops, ditto rivets and sheet, ditto cables, ditto chains, ditto chests, ditto kentledge, ditto knees, ironmongery and iron-work of every description, iron (plate or wrought), kitchen utensils, lanthorns, lead in sheets (cast or rolled), lines and twine, locks, bolts, and hinges, mangles or hackles of iron, marine stores, masts, spars, and oars, mathematical instruments, metals (wrought or unwrought), mooring chains, nails of iron or copper, palm irons, pitch and tar, plate and plated ware, pump hide, rosin, sail needles, scupper leather, shawls (woollen manu-

facture), sheaves and pins, shot, spars, speaking trumpets, stationery and books, steel, table utensils, time and binnacle glasses, tin, tin plates and tin ware of every description, toys of iron or tin, types, trinkets composed wholly or chiefly of metal, vitry, watches and time-keepers, weights and scales, wire (of iron, brass, steel, silver, and gold), woollens and all articles of wool, worsted, or yarn.

Articles subject to $2\frac{1}{2}$ *per Cent.*:—Articles for wearing apparel (not of woollen manufacture), beads, beer, blacking and brushes, bottles (empty), canes and rattans, carriages and conveyances, chalk, coals, confectionary and sweetmeats, coral, corks, cotton yarn and thread, crystal ware, cyder and perry, earthen-ware, eatables, engravings, filtering stones, flint stones, furniture (household), glass and glass-ware of every description, gold and silver lace, gunpowder, lackered ware (not metal), leather of sorts, marble slabs and tiles, medicines, musical instruments, oils, ochre, paint and paint brushes, perfumery, piece-goods, pictures, printed cottons and calicoes, red and white lead, saddlery, seeds of all sorts, soda water, spirits of turpentine, tallow (British), tobacco and snuff, tobacco pipes, turpentine, varnish, vegetable soup, verdigrease, vinegar.

Articles subject to 10 *per Cent.*:—Spirituous liquors.

All articles not before enumerated are subject to a duty of $3\frac{1}{2}$ per cent.

Schedule of Duties on Goods the Produce or Manufacture of Foreign Europe, imported.—Opium, 24 rupees per seer. Wines and spirits, 10 per cent. Other articles, 5 per cent.

Import Regulations.—All goods attempted to be landed at any other place than the Custom-house, are liable to confiscation. A manifest of the cargo of every vessel entering the port, must be delivered in on oath.

In landing the cargoes, each boat to be accompanied by a note, specifying the quantity and quality of the goods addressed to the Collector, who shall write an order on the note, to weigh, or examine, or pass them.

Goods not manifested are liable to confiscation; or if the goods are laden on freight, the Master or Supercargo is liable to a penalty not exceeding the value of them. In case of a refusal, the Board of Revenue may prohibit the landing, and may withhold a port-clearance and pilot.

Previous to landing, security must be given for payment of the duties, either by a deposit of goods, or of Company's paper; in default of payment in three months, the said deposit is forfeited.

The original invoices of all goods imported must be produced at the Custom-house, and the duties adjusted according to their amount. In the event of no invoice being produced, or of the Collector seeing cause to sus-

pect that the invoice does not exhibit the true prime cost, the duties are to be settled on the Calcutta prices.

British ships importing at the foreign settlements, pay the same duties as if imported at Calcutta.

Duties on Coromandel goods are levied on an advance of 15 per cent. on the invoice prices, and on China goods on an advance of 30 per cent.

The duties on all spirits imported by sea in casks (Batavia arrack excepted) are calculated on a fixed valuation of £30 per pipe. A deduction of 10 per cent. is allowed for leakage, provided the Collector is satisfied that the casks have not been filled up. Otherwise, the casks are to be gauged, and the duty levied on the actual quantity.

The duties on the cargoes of Portuguese ships importing from Macao, are levied on the amount of the account sales; or, in the event of those accounts not being produced, or the Collector having reason to suspect that they exhibit a false statement, on an advance of 40 per cent. on the prime cost.

Goods imported on American vessels, pay the same duties as the cargoes of British vessels; and the duties on American produce are adjusted from the account sales.

The duties on goods imported under any other foreign flags, are levied on an advance of 60 per cent. on the prime cost. And all goods from sea imported into Calcutta from any of the foreign settlements, are assessed in the same manner as if imported on a foreign bottom.

No remission of duty on damaged goods is allowed after they have passed the Custom-house; and all such goods, to entitle the owners to a remission, must be publicly sold at the Custom-house, and the duty settled on the proceeds.

Receipts are granted for all packages regularly marked and numbered, which may be lodged at the Custom-house; and the Collector is liable for the safe custody of the same. But the owners are liable to godown rent, if they allow their goods to remain for more than seven days in the Custom-house godowns, or under the shed; and to wharfage, if they leave them for more than fourteen days on the wharf.

Precious stones, though exempt from duty, must be entered, with a specification of their value, under a penalty of 10 per cent.

Copper and other goods, received at any of the other Presidencies in payment of advances due on contracts with the Company, or purchased at the Company's warehouses, pass duty free.

Security must be given, as in other cases, for the eventual payment

of the import duties, on goods landed for exportation, or transshipped in port.

Parcels, or necessaries from Europe, are passed free of duty at the discretion of the Collector. But no other exemptions from duty are allowed, without special orders from the Governor-General in Council.

The importation of saltpetre from the interior into any settlement or possession, subject to the dominion of any foreign European State, situated within the limits of the Presidency, is strictly prohibited, except in cases provided for in Section 8 of Reg. X. 1816.

The following is a Table of Exchange for the settlement of the Calcutta Customs.

COUNTRIES.	COINS.	RATE OF EXCHANGE.
Great Britain	Pound sterling	at 10 Sicca Rupees.
Germany	Crown	at 2 Sicca Rupees.
Denmark	Rix-dollar	at 1 Sicca Rupee, 10 Annas.
Ceylon	Rix-dollar	at 14 Annas.
France	Livre Tournois	at 24 for 10 Sicca Rupees.
Ditto	Mauritius Livre	at 48 for 10 Sicca Rupees.
Spain	Spanish dollar	at $2\frac{1}{4}$ Sicca Rupees.
Portugal and Madeira	Milrea	at $3\frac{3}{4}$ Sicca Rupees.
Bussorah	Raize Piastre	at 12 Annas.
China	Tale	at $2\frac{1}{3}$ Sicca Rupees.
Madras	Star Pagoda	at $3\frac{3}{4}$ Sicca Rupees.
Ditto	Swamy Pagoda	at 4 Sicca Rupees.

American currency to be converted into pounds sterling, as follows:

New England	by multiplying by three, and dividing by four.
Virginia	by multiplying by three, and dividing by four.
New York	by multiplying by nine, and dividing by sixteen.
Pennsylvania	by multiplying by three, and dividing by five.
South Carolina	by deducting one twenty-seventh part.
Georgia	by deducting one twenty-seventh part.

The pound sterling to be rated as above at 10 Sicca Rupees. Where the invoices are in dollars, the dollar to be rated at $2\frac{1}{4}$ Sicca Rupees.

Export Regulations, 1810.—The export duties, unless otherwise directed, are levied on the Calcutta market price of the goods, after deducting 10 per cent. therefrom.

Articles of home produce or manufacture, which shall be exported to

any of the foreign settlements, shall be liable to the same duties as if they were exported by sea on a foreign bottom.

All private goods for exportation must be shipped from the Custom-house ghaut, with a permit from the Collector, with the exception of grain, which, after being entered, may with permission be shipped from the other ghauts, and of goods going to Europe on the Company's tonnage, which may be shipped from the export warehouse, on a certificate stating that the duties have been paid, being produced along with the manifest, to the export warehouse keeper.

The export duties must be paid, or security given for their payment, within ten days before the goods are permitted to be shipped.

When the Collector suspects that the value of any bale of piece-goods exceeds that which is set forth in the chelaun, the goods are to be appraised, and the shipper must either pay the duty agreeable to the appraisement, or he will not be allowed to ship the goods. With the sanction of the Board of Trade, however, the proprietor may have the option of transferring such goods at their appraised value to the Company.

Bales, containing a greater quantity of piece-goods than is described in the chelaun, are liable to confiscation; and whatever goods may have been previously shipped under the same chelaun without examination, must pay double duty.

Of all other sorts of goods, the Collector is at liberty to examine one or more parcels at his discretion; and if their contents be found to vary from the chelaun, the owner is liable to the same penalties as in the case of piece-goods.

Goods attempting to pass Calcutta, without bringing to at the Custom-house, and receiving the permission of the Collector, are liable to confiscation.

Naval stores and provisions, the property of the Crown, pass free of duty; but not articles furnished to the navy by contractors or their agents.

Parcels for individuals, and necessaries, are passed at discretion.

A drawback to the amount of two-thirds of the import duties, is allowed on the re-exportation of all goods imported expressly for re-exportation, except in cases where the amount of the drawback is otherwise fixed. All such goods must be exported through the Custom-house, and included in the manifest. And no drawback is allowed on any packages, but such as are entire as imported, nor in any case after the port-clearance is taken out.

No claim for return of duty, on goods stated not to have been shipped, is admitted, after the departure of the vessel from Sagor.

Opium for exportation must be accompanied by a certificate, stating it to have been purchased at the Company's sales; and any attempt to pass opium not so purchased, or not corresponding with the certificate, is punished by confiscation.

After a vessel has obtained her clearance, if any goods are received on board, unaccompanied by a certificate of the duties having been paid, the pilot is authorized to detain the vessel, and the goods are liable to confiscation. All goods, moreover, seized in an attempt to ship them in a clandestine manner, are also liable to confiscation.

The exportation, by sea, of saltpetre, except in vessels belonging to British subjects, is prohibited.

Goods transshipped without permission from the Collector, or shipped on a different vessel from that for which they may be passed, are subject to double duty.

No arms or military stores can be exported, without permission of the Governor-General in Council.

In no case either of imports or exports, can any objection to the rate of assessment be received, after the duties have been paid.

[According to the Regulations (VI. 1814), the rates should be revised and republished annually; yet no printed book of rates exists, and the practice cannot be easily ascertained by perusal of the various ordinances. Some articles are rated at a fixed valuation, others at the supposed market prices, others at the Aurung prices. Re-exported commodities are entered at the valuations assumed on their arrival.]

Rules relative to Chittagong, Balasore, and Hughley.—In the valuation of imports, the Collectors at Chittagong and Balasore are guided by the same rules as are enacted for Calcutta, in as far as these may be applicable. In the valuation of exports, the market price of the goods at the ports from which they are exported, is taken as the standard.

The regulations with respect to the drawbacks which are laid down for Calcutta, are also applicable to Chittagong and Balasore.

Goods imported by sea into any of the foreign settlements on the Hughley, are liable, on exportation to the interior, to pay to the Collector at Hughley the same duties as are charged on goods imported into Calcutta on a foreign bottom. In like manner, goods brought to the foreign settlements from the interior, are liable to the same duties as are charged on the exportation of such goods from Calcutta on a foreign bottom.

Regulations respecting Town Duties.—In the assessment of the town duties, the several articles are valued at their current prices, according to a book of rates prepared by the Collector.

Any attempt to import clandestinely articles liable to the town duties, without paying the same, is punished by a fine equal to the amount of the duties withheld: the fine to be levied by distraint, if not immediately discharged.

Any farmer, collector, &c. attempting to levy a town duty on articles not declared liable thereto, is subject to a fine equal to thrice the duty collected, besides such costs and damages as may be farther awarded. The illegal detention of articles not liable to town duty, although no duty be actually levied, is also punishable by a fine not exceeding 500 rupees, besides such costs and damages as may be awarded.

Calcutta special Rules.—The town duties of Calcutta are collected by the Collector of Customs, and are levied on the several articles above described, whether imported into the city, or its suburbs.

The duties must be paid on the several articles as they pass the chokies, or sufficient security must be given for their payment within fifteen days.

Goods intended for transit or shipment, and therefore not liable to the town duties, are conveyed to the Custom-house wharf by a peon, who does not quit the boat until the goods are shipped or passed.

All boats passing the town with goods on board, must be examined; and in the event of their attempting to pass, after being required by the officer to stop, the goods are liable to confiscation.

Should any person dispute the payment of the town duties, the Collector is at liberty to detain such part of the goods as may be equivalent to the same, and after fifteen days, to put them up to sale, as in the case of a refusal to pay the Government customs.

Every attempt to convey clandestinely into the city or suburbs, articles subject to the town duties, is punishable by confiscation.

Rates of Pilotage.—*Pilotage of British Ships and Vessels.*—The following Table shews the rates of full and broken pilotage, chargeable to British ships and vessels, inward and outward of the River Hughley.

Draft of Water.	Full Pilotage inward.	Additional Pilotage outward.
9 to 10 feet	100 rupees	10 rupees.
10 – 11 ditto	120 ditto	10 ditto
11 – 12 ditto	140 ditto	10 ditto
12 – 13 ditto	160 ditto	10 ditto
13 – 14 ditto	180 ditto	20 ditto
14 – 15 ditto	210 ditto	20 ditto
15 – 16 ditto	250 ditto	20 ditto
16 – 17 ditto	300 ditto	40 ditto
17 – 18 ditto	350 ditto	40 ditto
18 – 19 ditto	400 ditto	40 ditto
19 – 20 ditto	450 ditto	60 ditto
20 – 21 ditto	500 ditto	60 ditto
21 – 22 ditto	550 ditto	60 ditto
22 – 23 ditto	600 ditto	60 ditto
23 – 24 ditto	600 ditto	60 ditto

INWARD PROPORTION FROM SEA.

To Sagor	4 twelfths.
Kedgeree	6 ditto
Culpee	8 ditto
Diamond Harbour	9 ditto
Fulta, or Mypurrah	10 ditto
Calcutta	full pilotage.

OUTWARD PROPORTION FROM CALCUTTA.

To Mypurrah or Fulta	2 twelfths
Diamond Harbour	3 ditto
Culpee	4 ditto
Kedgeree	6 ditto
Sagor	8 ditto
Sea	full pilotage.

By broken pilotage is meant the proportion of full pilotage between the different stages or places of anchorage.

All ships, the property of foreigners, as well Asiatic as European, to be, as heretofore, subject to the charge termed "Lead Money," it being indispensably necessary that the pilot should have with him a leadsman in whom he may confide, when in charge of other than a British ship.

A consideration for detention to be authorized to be charged by persons in the pilot service, who may be kept on board of ships at anchor by the desire of the commander or owner, at the rate of two rupees per day from British, and four rupees per day from foreign vessels.

The charge for transporting a ship from her moorings into any of the docks at Kidderpore, Howrah, or Sulkea, or from any of the docks to her moorings, to be 50 rupees, and no higher charge for such service to be authorized in future.

A deposit of 10 per cent. is made on the amount of outward pilotage, returnable by the Marine Paymaster (who receives the bills for pilotage, mooring hire, and Kedgeree lighthouse duty, from the Master-Attendant's Office), in the event of its not being anticipated by any intermediate charge.

Hire of Mooring Chains.—The lowest charge to a ship requiring the accommodation of the chain moorings at Sagor, Kedgeree, Culpee, Fulta (or Mypurrah), or Calcutta, to be for ten days; and upon using them longer, a charge to be made at the established rate per day, according to the season of the year, and the burthen of the ship, for every day exceeding ten.

In the months of March to October, eight months, the hire of the chains to be 20 rupees per day.

In the four months, November to February inclusive, 16 rupees per day.

(By an order in March, 1821, the rates for hire of the moorings were reduced, as a temporary experimental measure, to 10 Sicca rupees per day, for such number of days as ships may occupy the moorings, not as heretofore.)

By an order in July, 1824, the rates for hire of moorings at Diamond Harbour were fixed as follows:—Vessels above 500 tons, 16 Sicca rupees per diem; vessels under 500 tons, 12 Sicca rupees per diem.

Moyapore Magazine Duty.—One anna per ton of each vessel passing the Magazine.

Lighthouse Dues.—Ships, brigs, and sloops, including coasting vessels and donies, navigating the river, pay a duty of two annas per ton per annum.

Boat Hire.—First class, 18 oars, 12 rupees per day; second class, 14 oars, 9 rupees per day; third class, 10 oars, 7 rupees per day. The number of row-boats is regularly apportioned to ships; but commanders may have an addition, upon application.

Rates of Commission, Agency, &c. settled May, 1822.—On the sale or purchase of ships, vessels, houses, and lands, 2½ per cent. On the sale, purchase, or shipment of bullion, ½ ditto. On the sale, purchase, or shipment of jewellery, diamonds, or other precious stones, 2 ditto. On the sale, purchase, or shipment of indigo, lac dye, country piece-goods, silk, opium, cochineal, coral, spices, coffee, copper, tin, and tutenague, 2½ ditto. On the sale, purchase, and shipment of all other kinds of goods, 5 ditto. On goods or treasure, &c. consigned, and afterwards withdrawn or sent to auction, and on goods consigned for conditional delivery to others, half commission. On all advances of money for the purposes of trade, whether the goods are consigned to the agent or not, and where a commission of 5 per cent. is not charged, 2½ ditto. On ordering goods, or superintending the fulfilment of contracts, where no other commission is derived, 2½ ditto. On guaranteeing bills, bonds, or other engagements, and on becoming security for administrations of estates, or to Government, or individuals, for contracts, agreements, &c., 2½ ditto. On del credere, or guaranteeing the responsibility of persons to whom goods are sold, ½ ditto per month. On acting for the estates of persons deceased, as executors or administrators, 5 per cent. On the management of estates for others, on the amount received, 2½ ditto. On procuring freight, or advertising as the agent of

owners or commanders, on the amount of freight, whether the same passes through the hands of the agent, or not, 5 ditto. On chartering ships for other parties, 2½ ditto. On making insurance, or writing orders for insurance, ½ ditto. On settling insurance losses, total or partial, and on procuring returns of premium, 1 ditto. On effecting remittances, by bills of the agent or otherwise, or purchasing, selling, or negotiating bills of exchange, 1 ditto. On debts, when a process at law or arbitration is necessary, 2½ ditto; and if recovered by such means, 5 ditto. On bills of exchange returned, noted, or protested, 1 ditto. On collecting house-rent, 2½ ditto. On ships' disbursements, 2½ ditto. On negotiating loans on respondentia, 2 ditto. On letters of credit granted for mercantile purposes, 2½ ditto. On purchasing or selling Government securities, and on each exchange of the same in the transfer from one loan to another, ¼ ditto. On delivering up Government securities, or depositing the same in the Treasury, ½ ditto. On all advances not punctually liquidated, the agent to have the option of charging a second commission as upon a fresh advance, provided the charge does not occur twice in the same year. At the option of the agent on the amount debited or credited within the year, including interest, and excepting only items on which a commission of 5 per cent. has been charged, 1 per cent. N. B. This charge not to apply to paying over balance due on an account made to a particular period, unless where such balance is withdrawn without reasonable notice.

Rates of Commission on sales by auction, viz:—

Goods sold in detailed lots, likewise horses and carriages	8 per cent.
Ships and landed property, for the first thousand rupees of each lot	5 ditto.
————, for the remainder of the amount (exclusive of expences)	1½ ditto.

GODOWN RENT.

		R.	A.	P.
Bales of piece-goods and silk	per month each	0	8	0
Ditto cotton, screwed	ditto	0	4	0
Chests of indigo, opium, and wine	ditto	0	8	0
Silk, piece-goods, shell-lac, and gums	ditto	0	8	0
Pipes of wine, or spirits	ditto	1	0	0
Saltpetre, sugar, rice, &c. in bags	ditto	0	2	0

Other articles, proportionately to bulk and value.

There are several established commission warehouses and public auctions at Calcutta. The commission charged on the transacting business is generally 10 per cent. including servants' wages, expences of advertisements, &c.

Rates of Coolie Hire for shipping or landing at the Custom-house Wharf, *viz*:—

	R.	A.	P.
For half-chest or hogshead......	0	2	0
Whole chest, or pipe	0	4	0
Puncheon of spirits	0	6	0
Bale of cotton of 300 lbs.	0	1	0
Ditto of 150 lbs.	0	0	6
Betel-nut, pepper, coffee, and cloves, per 100 bags	1	0	0
Bale of piece-goods	0	1	3
For iron, per 100 mds.	0	12	0
Sheet copper, per box............	0	6	0
Copper in large pieces, per piece	0	1	0
Lead in pigs, per 100 pigs	1	8	0
Rattans, per 100 bundles	0	6	0
Grain in bags of 2 mds. from any ghaut, per 100 bags......	1	0	0
Daily coolies, 4 to 5 rupees.			

Rates of coolie and cart to and from the wharf, according to distance.

Hire of bhurs, carrying from 200 to 300 maunds, 2 rupees per diem; in blowing weather, 2½ rupees.

Rates of River Sloop Hire, from Calcutta to ships at lower stations, *viz*:—

	Per Bag.			*Per Bale.*		
	R.	A.	P.	R.	A.	P.
To Diamond Harbour, or Culpee	0	1	6	0	4	6
Kedgeree	0	2	9	0	8	0
New anchorage, or Sagor	0	3	0	0	9	0

Rates of Wages of native artificers employed in ship-building, *viz*:—

		R.	A.	P.
Joiner Maistry ...	per month	12	0	0
Joiner	"	7	8	0
Carpenter Maistry	"	10	0	0
Carpenter	"	6	0	0
Broomadar Maistry	"	10	0	0
Broomadar..........	"	6	0	0
Caulker Maistry...	per day	0	5	3
Caulker	"	0	4	3
Sawyer	per month	18	12	0
Carver	per day	0	8	0
Painter Maistry ...	per month	10	0	0
Painter...............	"	7	0	0
Yard Tindal	"	14	0	0
Ditto Lascar	"	9	0	0
Coolie	"	5	0	0
Boy	"	2	8	0
Yard boat, 6 oars,	per day	1	8	0
Dinghee.......... ..	"	0	8	0

Working hours, from 8 A. M. till 6 P. M.—Extra pay for over time:—Maistry, 1 anna; men, 6 pice. Artificers sent from Calcutta to work at any of the lower stations of the river, are entitled to double wages, and conveyance back.

Rates of Dock Hire, established March, 1822:—For pumping out the dock, shoring, and the use of shores, stages, and warps, (exclusive of shores for hanging a ship to shift the keel), and opening and shutting gates, 500 Sicca rupees.

For every ship of 500 tons and upwards, entering dock, 500 ditto.

For every ship of less than 500 tons, 400 ditto.

For every ship remaining in dock beyond 8 days, including the day she enters, per day, 50 ditto.

Ships' Registers and Licences.—Certificates of British Plantation Registry are granted by the Deputy Collector of Customs, on production of, 1st. the Builder's certificate, accompanied by the grand and intermediate bills of sale, with the owner's affidavit. 2d. Certificate of the Surveyor appointed under the statute, with the assent of the person attending the survey on behalf of the owner. 3d. Bond by the owner and master, attested before the Deputy Collector. 4th. Oath of the owner, sworn before the same officers.—The following fees are authorized to be taken on granting each registry certificate:—To the Deputy Collector of Customs, 10 gold mohurs, for ships of 200 tons burthen and upwards; 5 gold mohurs for ships below that burthen. To the Surveyor, 2 gold mohurs.

Licences for ships proceeding to England are issued from the Board of Trade. A fee of 10 gold mohurs is payable to the Secretary for each licence (including bonds, &c. for the care of Asiatic seamen). Licences or passes are issued from the office of Secretary to the Government, in the general department, to persons and ships employed in the country trade in India. A fee of 2 annas per ton measurement of the vessel, is charged for each pass or licence, and 1 gold mohur for registering the same.

Coins.—Accounts are kept here in imaginary money, called rupees, either Current or Sicca, with their subdivisions, annas and pice; 12 pice make 1 anna; 16 annas 1 rupee; and 16 rupees 1 gold mohur. To this currency must all the real specie be converted, before any sum can be regularly entered into a merchant's book. The Company keep their accounts in Sicca rupees, which bear a batta of 16 per cent. against the current.

The coins current are gold mohurs, with their subdivisions, halves and quarters; Sicca rupees, halves and quarters; annas, pice, and half pice. The two last are of copper.

In 1766 the Bengal gold mohur weighed 179.66 grains, was of the fineness of 20 carats, and passed for 14 silver rupees. The gold was here overvalued, for it passed in proportion to silver, as 16.45 to 1. In 1769 it was ordered that the Bengal gold mohur should weigh 190.773 grains, and in this coinage gold was valued to silver nearly as 14.8 to 1; and, by

Regulation 35, Anno 1793, it was directed that the nineteen Sun gold mohur should weigh 190.894 grains, and contain $\frac{3}{4}$ of a grain in 100 of alloy, and that it should pass for 16 nineteen Sun Sicca rupees. Here gold is valued in proportion to silver as 14.85 to 1.

Gold mohurs are coined only at the mint of Calcutta; at the subordinate mint of Furruckabad, silver alone is coined. The fineness of both metals is the same as English standard gold, namely $\frac{11}{12}$. The following statement shews the present weight, fineness, and sterling value of the coins, reckoning the value of gold at £3. 17s. 10$\frac{1}{2}$d. per standard ounce, and silver at 5s. 2d.

	Grains pure.	Grains alloy.	Weight. Grains gross	Value. £ s. d.
Gold Mohur	187.651	17.059	204.710	1 13 2$\frac{1}{2}$
Sicca Rupee	175.923	15.993	191.916	0 2 0$\frac{1}{2}$
Furruckabad Rupee ..	165.215	15.019	180.234	0 1 11$\frac{1}{2}$

By Regulation, 1819, the coinage of the Benares rupee is discontinued; and the Furruckabad rupee made the legal coinage of Benares.

It will be observed that the alloy has been increased; a regulation which took place in 1819, whereby much expence is spared in refining. The charge for coining and for refining is the same at both mints, for silver; namely, 2 per cent., if the bullion be of the standard fineness; but where it differs, a proportional charge of from $\frac{1}{4}$ to 2$\frac{1}{2}$ per cent. is made for refining.

See also the Bombay Assay Report, 1821, p. 138.

The standard of the Bengal money has ever been silver. Gold is occasionally coined, but the great bulk of the currency is silver. The most common silver coin is the rupee of 1 Sicca, or 10 Massa weight.

These rupees were formerly called Sicca rupees only during the year after their coinage, when the batta they bore on current rupees was 16 per cent.; the second this was reduced to 13, and the third and following years the batta was 11 per cent.; they were then called Sonaut or Sunat rupees. But with a view to abolish this distinction, all the rupees coined of late years by the East India Company, have been dated the nineteenth Sun, that is the nineteenth year of the Mogul's reign; and by Regulation 35, Anno 1793, it was ordered that the nineteen Sun Sicca rupees should be received as the legal coin of Bengal, Bahar, and Orixa.

There are various other kinds of rupees to be met with in Bengal, whose fineness and weight are different, though their denominations are the same. From this, and from the natives frequently punching holes in the

rupees, and filling up the vacancy with base metal, and their wilfully diminishing the weight of the coin after coming from the mint, the currencies of rupees from the different provinces are of different values. This defect has introduced a custom of employing shroffs or money-changers, whose business is to set a value upon these different currencies, according to every circumstance, either in their favour, or their prejudice. When a sum of rupees is brought to one of these shroffs, he examines them piece by piece, and arranges them according to their fineness; then by their weight; he then allows for the different legal battas upon Siccas and Sonauts; and this done, he values in gross by the rupees current what the whole are worth; so that the rupee current is the only thing fixed, by which coin is valued.

A current rupee is reckoned at 2s., and a Sicca rupee of account commonly at 2s. 6d.

A lac of rupees is 1,00,000; and a crore, 100 lacs, or 1,00,00,000 rupees; and in accounts, sums are distinguished into crores, lacs, and single rupees, by marks or divisions, as in the aforegoing examples.

Cowries, small white glossy shells, are made use of for small payments in the bazar, and are generally thus reckoned:—

4 Cowries.........	equal to	.........1 Gunda
20 Gundas.........	"	.........1 Pun
4 Puns............	"	.........1 Anna
4 Annas	"	.........1 Cahun, which is about ¼ of a rupee.

But they rise and fall according to the demand there is for them, and the quantity in the market.

Weights.—Great weights are maunds, seers, chittacks, and siccas, thus divided:—

5 Siccas............	are equal to	............1 Chittack.
16 Chittacks	"	............1 Seer.
40 Seers	"	............1 Maund.

There are two maunds in use here, *viz.* the factory maund, which is 74 lbs. 10 oz. 10.666 drs. avoirdupois; and the bazar maund, which is 10 per cent. better, and is 82 lbs. 2 oz. 2.133 drs.

80 Sicca Weight equal to a Calcutta Bazar Seer.
60 Ditto...................... a Serampore Seer.
82 Ditto...................... a Hughly Ditto.
84 Ditto...................... a Benares Mirzapore Ditto.
96 Ditto...................... an Allahabad and Lucknow Ditto.
A Calcutta Factory Seer is equal to 72 Sicca weight, 11 Annas, 2 Puns, 10 Gundas, 3.63 Cowries.

Gold and Silver Weights.

4	punkos	are equal to	1 dan or grain.
4	dans...	″	1 rutty.
$6\frac{1}{4}$	rutties	″	1 anna.
8	rutties	″	1 massa.
10	massas	″	1 sicca weight $=179\frac{2}{3}$ grains troy, or 6.5706 drs. avoirdu.
100	rutties	″	1 tolah.
$12\frac{1}{2}$	massas	″	1 tolah.
16	annas.	″	1 tolah.
$166\frac{1}{4}$	rutties	″	1 mohur.
13.28	massas	″	1 mohur.
17	annas.	″	1 mohur.

The tolah is equal to 224.588 gr. Troy.

Measures.

Cloth Measure.

3 jorbes............	make	......1 angulla.
3 angullas.........	″	......1 gheriah.
8 gheriahs.	″	......1 haut or cubit, = 18 inches.
2 hauts............	″	......1 guz = 1 yard.

Land Measure.

Land is measured by the haut, or cubit; 5 cubits long and 4 broad is 1 chittack, equal to 45 square feet.

16 chittacks ...	make	......1 cottah.
20 cottahs	″	......1 biggah.
$30\frac{1}{4}$ biggahs......	″	......1 English acre.
40 biggahs......	″	......1 Mad. cawney.

Liquid Measure.

5 sicca weight...	make	...1 chittack.
4 chittacks	″	...1 pouah, or pice.
4 pouahs	″	...1 seer
40 seers	″	...1 maund.
5 seers	″	...1 pussaree, or measure.
8 measures	″	...1 bazar maund.

Grain Measure.

5 chittacks	make	...1 koonkee.
4 koonkees	″	...1 raik.
4 raiks............	″	...1 pally $=9\frac{1}{12}$ lbs. avoir.
20 pallies	″	...1 soallee.
16 soallees	″	...1 khahoon = 40 maunds.

Long Measure.

3 grains	make	...1 finger.
4 fingers	″	...1 hand.
3 hands	″	...1 span.
2 spans.........	″	...1 arm or cubit = 18 inches.
4 arms	″	...1 fathom.
1000 fathoms	″	...1 coss, or mile.

which is one English mile, 1 furlong, 3 poles, and $3\frac{1}{2}$ yards.

For Goods reckoned by Tale.

5 particulars	make	1 gunda.
4 gundas, or 20 particulars	″	1 koorje, or corge.

ARTICLES PROCURABLE IN BENGAL, WITH DIRECTIONS.

Annotto is a dry hard paste, prepared from the seeds of a plant common in the East and West Indies; the best is from the latter part, brownish on the outside, and of a beautiful red colour within. It is generally in lumps wrapped up in leaves. It has occasionally been brought from Bengal, where it is prepared from the pulp of the seed-capsules of the *Bixa Orellana*, or *Mitella tinctoria;* the best specimens of which have been nearly equal to the West India kind. The Society of Arts have offered a premium for the importation of East India Annotto.

Arrow, or Aroo Root, is prepared from a root resembling the galangal; the plant (*Maranta*) is common in the East and West Indies. It is obtained by the following process:—the roots, when a year old, are dug up, washed in water, and beaten in deep wooden mortars to a pulp; it is then put into a tub of clean water, well washed, and the fibrous part thrown away. The milky liquor, being passed through a sieve or coarse cloth, is suffered to settle, and the clear water is drawn off; at the bottom of the vessel is a white mass, which is again mixed with clean water, and drained; lastly, the mass is dried in the sun, and is pure starch.

Bit Noben, or Salt of Bitumen, (*Bitlaban*, and *Cala-nemec*, Hind.) a specific in high repute among the natives of India. The article is nothing more than muriate of soda, or common salt, (*Nemec*, Hind.), fused with the fruit of the *Phyllanthus Emblica*, a species of myrabolans, whereby it acquires some of the qualities of the fruit, and also, as appears by analysis, a portion of iron. Mr. Henderson (*Dissert. on the Bit Noben, or Fetid Salt of the Hindoos*), and Dr. Fleming (*Asiat. Res., Vol. XI.*) have investigated this article minutely. It has been occasionally brought to England. A small quantity was imported in the year 1818, under the name of *Black Salt.*

Borax, Sub-borate of Soda, (*Sohaga*, Hind., *Tancana*, San.) is dug up in a crystallized state from the bottom of certain lakes in Thibet, and is of two sorts, *viz.*

Rough Borax, or Tincal, which is in a very impure condition, consisting partly of six-sided crystals, but chiefly of smaller irregular ones, of a white or green colour, joined together in one lump by a fetid, greasy substance, mixed with sand, stones, and other impurities. Tincal should be chosen in the cleanest and brightest solid pieces, resembling white sugar candy, greasy to the touch, and of a strong rank smell.

Refined Borax, which should be chosen of a pungent but somewhat sweet taste, perfectly white, resembling crystals of alum, of rather a greasy appearance, but free from all impurities: it readily dissolves in hot water, and swells and bubbles in the fire. A ton of rough borax is 16 Cwt.; of refined, 20 Cwt.

Castor Oil is obtained from the seeds of the *Ricinus*, or *Palma Christi*, (*Arend*, Hind., *Eranda*, San.) of which there are several varieties. It is separated from the seeds by boiling or expression; the former method procures the largest quantities, but it has less sweetness, and becomes rancid much sooner than that obtained by expression. Genuine castor oil is viscid when obtained by expression; the oil that is somewhat opaque is newer, and said to be more effectual in medicine than that which is pellucid and of

a yellow colour. The colour of the recent oil is a blueish green, approaching to solidity in the cold, resembling in that state the colour of amber, and almost pellucid. Castor oil should be chosen of a pale colour, inclining to a greenish cast, almost insipid to the taste, with but little smell, and of a good consistence; that which is dark coloured and rancid, should be rejected. Freight, 16 Cwt. to a ton.

Chillies, or Capsicum, (*Lal Mirch*, Hind.) are long roundish taper pods, divided into two or three cells full of small whitish seeds. When this fruit is fresh, it has a penetrating acrid smell; to the taste it is extremely pungent, and produces a most painful burning in the mouth. They are occasionally imported dry, and form the basis of Cayenne pepper; put in vinegar when ripe, they are an acceptable present in Europe. At Bengal the natives make an extract from the chillies, which is about the consistence and colour of treacle.

Cochineal is an insect which lives upon different species of the *Opuntia*, and is imported in large quantities from South America, in the form of little grains of an irregular figure, of a deep reddish purple colour, and covered more or less with a whitish down. They are light, and easily rubbed to powder between the fingers. On one side they are roundish and wrinkled; the other is flat.

The attention of the East India Company was for many years directed to the production of this insect; but with little success. What has been brought from India has been very small, not very abundant in colouring matter, very inferior to any brought from New Spain, and used only in dying coarse goods. The use of lac dye has superseded it.

Cochineal is an article in general demand at Bombay, and occasionally at China: for the former market the large black grain is preferred, as free from the grey or silvery appearance as possible. In purchasing this commodity, care should be taken that the dark colour has not been occasioned by art: this may be discovered by its smell, which is unpleasant, whereas genuine cochineal is quite free from smell.

Coriander Seeds, from the *Coriandrum Sativum*, (*D'hanya*, Hind., *D'hanyaca*, San.) are used in making curry, and also in medicine.

Datura, or Stramonium.—This herb, which is well known in this country, as the thorn apple, has been lately brought from Bengal. The *D. Stramonium* does not grow in India, but the *D. Metel* (*D'hartura*, Hind., *D'hustura*, San.) nearly resembles it. The plant has long been used in that country, and is so still, as a secret means of poisoning, the extract being of a very destructive quality.

Flax, *Linum Usitatissimum*, (*Tisi*, Hind., *Atasi*, San.) is very gene-

rally cultivated in Bengal and Bahar, for the oil which is obtained from the seeds, the stalks being rejected as useless.

Ghee is the butter made from the milk of buffaloes, and clarified; it is an article of very considerable commerce in various parts of India, and generally conveyed in duppers, or bottles made of hide, resembling what is called a carboy; it will keep sweet a considerable time. The duppers contain from 10 to 40 gallons each.

Ginger (*Sont'h*, Hind., *Sunt'hi*, San.) is the root of the *Amomum Zinziber*, (*Adrac*, Hind., *Ardraca*, San.), a reed-like plant, growing spontaneously in the East and West Indies, and China; it is in knotty, branched, flattish pieces; when freed from the outer bark, of a pale colour, and fibrous texture. It is imported in considerable quantities from Bengal, and should be chosen in large roots, new, not easily broken, of a light brownish green colour, resinous within, and of a hot, pungent, aromatic taste. That which is small, dark coloured, soft, or very fibrous, should be rejected. It is sometimes imported green from the East Indies. In freight, 16 Cwt. of dry, and 20 Cwt. of green ginger, are allowed to a ton.

Hemp.—The hemp-plant, *Cannabis sativa* (*B'hang*, and *Ganja*, Hind. *Ganjica*, San.) has a long root comparatively slender, divided into branches, and full of fibres; the stalk is thick and ridged, or somewhat angular; it grows from six to twelve feet in height, and taller in warm than cold countries. The leaves are divided into five, in the manner of the fingers; they feel rough, and are notched at the ends. The male plants are distinguished from the female in the cultivation and management of the crop.

Hemp has been cultivated in Bengal from time immemorial for the purpose of intoxication; but is never used by the natives for cordage or cloth, as in Europe. The intoxicating preparation made from it is called Bang. There is no perceptible difference between the European and Bengal plant. The sunn of Bengal is prepared from the fibres of the bark of the *Crotolaria Juncea*.

In Bengal, instead of sowing the hemp very thick, as it ought to be done when the plant is intended for cordage, the natives sow it very thin, and afterwards transplant the young plants, placing them at a considerable distance from each other, often nine or ten feet. By this mode the plant grows to a large size, a great deal too large to admit of the stalks being properly bruised. This mode of cultivation is too expensive, if used with a view of preparing cordage from the plant; but the ryots, or farmers, would, if due encouragement were held out to them, readily adopt the European mode of cultivating the hemp, and also of dressing the fibres for cordage.

There are many other vegetable substances used by the natives for

cordage, &c. such as murgha, kantala, merty-paut, coir, and gumatty: but the principal, and those by far in the greater use, are sunn and paut; these are cultivated at Comercolly, Chittagong, Júngypore, &c.

At Comercolly there are two species of sunn; the best is called phool, the other boggy: the former grows about four feet high, and produces the strongest, whitest, and most durable kind of sunn; the other grows about seven feet high, but its produce is darker coloured, and not so strong as the phool-sunn.

In Chittagong very little hemp is raised, except for the purpose of preparing bang.

In Jungypore there are four species of plants cultivated, which produce different kinds of raw materials, fit for cordage and other uses. The first is called by the natives ghore-sunn, and approaches very near to the hemp-plant. The article next in quality to the ghore-sunn is the paut; but as it does not grow to the height of above four feet, and shoots out many lateral branches, which render the fibres very difficult to be separated from the woody parts, it is not a profitable article to the landholder: it is in general found near the houses of the inhabitants, the leaves and tender shoots being used as an article of food. The third plant, producing a species of hemp, is called by the natives cooch-murden-paut. The fourth description of plant is called amleeah-paut, and this is in the most general use throughout the country for coarse cordage, and other purposes which do not require the fine twine produced from the ghore-sunn.

The cultivation of this important plant in our colonies has not only at all times met with encouragement from the Government, but also of late years from the East India Company in Bengal, where extensive experiments have been made in the culture of hemp and flax on their account. The freight is calculated by measurement, allowing 50 cubical feet to a ton.

Hides are sometimes brought from India, both in a raw and cured state; but the length of the voyage, and the high rate of freight, prevent their becoming an extensive article of trade, though Bengal, it is conjectured, could supply the demand of the home market, if they could be properly cured: but they would never answer when salted, from the high price of salt in Bengal. Freight, 20 Cwt. to a ton.

Horns.—Buffalo horns are generally allowed to pass as dunnage when brought by the commanders of the Company's ships; but they will not bear the heavy charge of freight. They should be chosen large, free from cracks and flaws, as straight as possible, and in their original state, or they will be subject to the manufactured duty. Freight, 20 Cwt. to a ton.

Indigo is a dye prepared from the leaves and small branches of a plant,

of which there are many varieties, the most remarkable of which is the *Indigofera Tinctoria*, (*Nil*, Hind. *Nili*, San.) from which the dye is made. The root of this plant is three or four lines thick, and more than a foot long, of a faint smell, something like parsley; from which issues a single stem nearly of the same thickness, about two feet high, straight, hard, almost woody, covered with a bark slightly split, of a grey ash colour towards the bottom, green in the middle, reddish at the extremity, and without the appearance of pith inside. The leaves are ranged in pairs round the stalk, of an oval form, smooth, soft to the touch, furrowed above, of a deep green on the under side, and connected with a very short pendundle. From about one-third of the stem to the extremity there are ears that are loaded with very small flowers, from 12 to 15, but destitute of smell. The pistil, which is in the middle of each flower, changes into a pod, in which the seeds are enclosed.

This plant requires a good soil, well tilled, and not too dry; the seed, which, as to figure and colour, resembles gunpowder, is sown in the broad cast during the latter months of the hot season, or at the commencement of the rains. Continual attention is required to eradicate the weeds; and with no further labour, the early plant is ready for cutting in the beginning of August, and the fields arriving successively at maturity, supply the works until the commencement of October.

When the plant has been cut, it is placed in layers in a large wooden vessel, and covered with water. It soon ferments, the water becomes opaque, and assumes a green colour. When the fermentation has continued long enough, which is judged of by the paleness of the leaves, and which requires from 6 to 24 hours, according to the temperature of the air, and the state of the plant, the liquid is drawn off into large flat vessels, where it is constantly agitated till the blue floculi begin to make their appearance; fresh water is now poured in, which causes the blue flakes to precipitate. The yellow liquid is then drawn off, and the sediment, when the water is sufficiently drained from it, is formed into small cakes, and dried in the shade.

The indigo imported from India is classed by the trade under the following denominations:—East India, blue, purple, violet, and copper. The chief signs of good indigo are its lightness, and feeling dry between the fingers; its swimming in water; if thrown upon burning coals, its emitting a violet coloured smoke, and leaving but little ashes behind. In chusing indigo, the large regular formed cakes should be preferred, of a fine rich blue colour, externally free from the white adhesive mould, and of a clean neat shape, as it is much depreciated in consequence of an irregular shape

in the cakes, and the incrustation of white mould; when broken, it should be of a bright purple cast, of a close and compact texture, free from white specks or sand, and when rubbed with the nail, should have a beautiful shining copper-like appearance; it should swim in water, and when burnt by the candle, it should fly like dust. That which is heavy, dull coloured, and porous, should be rejected; likewise the small and broken pieces, which, though equally good in quality with regular formed cakes, do not obtain an equal price.

This article has attracted much attention, and speculation has urged its production very far. The average crop of nine years, ending 1821-22, was 89,200 maunds; the following year it was 108,904 maunds, whilst that of 1823-24, is said to be but 75,600 maunds. A large supply, it is stated, might be obtained in Bengal; perhaps as much as 150 or 200,000 maunds, little short of 15 millions of pounds. In the last edition of this Work it was observed, that "the demand of all Europe was estimated at 3 millions of pounds per annum; (the demand in peace is estimated at 24,000 chests of 4 factory maunds each, about 3,500,000 lbs.); but supposing it to extend to 4 millions, Bengal could supply the whole!" The quantity of indigo exported from Calcutta in 1821, was 32,887 factory maunds; and the average annual export in 7 years, 63,139 factory maunds. The home (Bengal) consumption is estimated at 4 per cent. of the produce.

Lac (*Lac'h* and *Lah*, Hind. *Lacsha*, San.) is an article of considerable importance in many arts; it is principally produced in Bengal, and is a kind of wax, of which a species of insect, the *Coccus Lacca*, forms cells upon trees, like honey-combs. The trees are chiefly two species of *Ficus*, the *F. indica*, and *F. religiosa*. It is principally found upon the uncultivated mountains on both sides the Ganges, where it is produced in such abundance, that, were the consumption ten times greater than it is, the markets might readily be supplied; the only trouble in procuring it, is to break down the branches, and carry them to market. It is likewise produced in Pegu, and some other places to the eastward. It is distinguished in commerce into four kinds, *viz.* stick-lac, seed-lac, shell-lac, and lump-lac.

I. Stick-Lac is the substance, or comb, in its natural state, incrusting small branches or twigs. The best lac is of a reddish purple colour; for if it be pale, and pierced at the top, the value is diminished, because the insects have left their cells, and consequently these can be of no use as a dye, but probably may be better for varnish. Chuse the dark red kind, which, on chewing a small piece, will turn the spittle of a purple colour; when held up against the light, it should look bright and lively, and when broken,

should appear in diamond-like points. That which is yellow or brown, should be rejected.

II. Seed-Lac is the former kind when separated from the twigs, and reduced into small pieces. This is seldom imported, it being manufactured into shell-lac in India.

III. Lump-Lac is in cakes, and formed from seed-lac liquified by fire. This is consumed in India in making ornamental bangles for the women's arms, and for other uses in a common way, for which the best shell-lac is used in the superior sorts.

IV. Shell-Lac is prepared from the cells liquified, strained, and formed into thin transparent sheets. Transparent, or amber coloured shell-lac is best, and which, on breaking a piece from the edge, appears of an amber colour: avoid the very thick, dark, or speckled. There is a kind very thin, which looks fine, but is really the black sort, run thin to deceive; the deceit will be discovered by breaking a piece, and observing if the edge is an amber colour; for if it is dark brown, it will not do. When laid on a hot iron, shell-lac, if pure, will instantly catch fire, and burn away with a strong, but not disagreeable smell. That which is specky, drossy, black, liver-coloured, dull, or cloudy should be rejected. The principal uses of this article are for varnishes and sealing-wax. The heat of the ship's hold is very apt to run this commodity into a solid mass, in which case, though it was originally of the best kind, its value is much depreciated.

Lac-Lake.—This article is imported from Bengal in small square cakes, similar in form to those of indigo; it should, when broken, look dark-coloured, shining, smooth, and compact; when scraped or powdered, it should be of a bright red colour, approaching to that of carmine. That which is sandy, light-coloured, and spongy, and which, when scraped, is of a dull brick-dust colour, should be rejected. Lac-lake is used instead of cochineal in dying.

Lac-Dye is a similar article to the preceding, but of superior quality. The importations of both have in former years been excessive, so as permanently to glut the market.

The quantities of the lacs allowed to a ton in freight are as follow:—Stick-lac, shell-lac, and lac-lake, 16 Cwt.; seed-lac, 18 Cwt.

Long Pepper is met with in various parts of India. It is the fruit of the *Piper Longum* (*Pipel,* Hind. *Pippali,* San.), and about an inch in length, of a cylindrical figure, the thickness of a large goose quill; the colour a brownish grey. It is used as a condiment in culinary preparations, and also in medicine.

Myrabolans are dried fruits of the plum kind, brought from Bengal and other parts of the East Indies; there are five kinds of them, *viz.*

I. India Myrabolans are a small long fruit, of the size of a finger's end, black without and within, without stone, and very hard. Chuse such as are black, plump, and dry, of a sharpish astringent taste, and the heaviest that can be procured.

II. Chebulic Myrabolans, Hur or Hurra nuts, very much resemble a date, but are rather larger and longer, and have five corner ridges, of a yellowish brown colour. These should be chosen fleshy and plump, the least wrinked and black that is possible: such as are resinous within, of a brownish colour, an astringent taste, with a little bitterness, are to be preferred.—The plant is the *Terminalia Chebula* (*Har* and *Hara*, Hind. *Haritaca*, San.)

III. Bellerick Myrabolans are a small fruit, from the *Terminalia Belerica* (*Bahira*, Hind. *Vibhi-taca*, San.) of the bigness of a nutmeg, of a reddish yellow without, and yellowish within, having a stone with a kernel; this sort is of little value.

IV. Emblick Myrabolans are about the size of a gall-nut, rough and ridged on the outside; the plumpest and blackest of these are most esteemed.—The plant is the *Phyllanthus Emblica* (*Aonla*, Hind. *Amalaci*, San.)

V. Citron Myrabolans.—This kind grows in various parts of India, more particularly about Goa and on the Malabar Coast; they are about the size of a French plum, having a stone with a white kernel. The natives frequently candy them. Chuse the citron myrabolans of a reddish or golden yellow colour, well fed, heavy, and hard to break, and of an astringent disagreeable taste; such as are decayed, should be rejected.—The plant is distinguished by the name *Terminalia Citrina* (*Caducay*, Telinga.)

Munjeet, *Rubia Manjit'h* (*Manjit'h*, Hind. *Manjisht'ha*, San.) is a species of madder-root, imported from Bengal. The roots are long and slender, and when broken, appear of a fine red colour, having a yellowish pith inside; it imparts to water a dark red tincture, and its smell somewhat resembles liquorice root. Freight 16 Cwt. to a ton.

Opium (*Afiun*, Hind. *Offion*, Arab.) is the produce of the *Papaver somniferum* (*Post*, Hind. *C'hasa*, San.), whose root and stem become pretty large, and abound with a bitter juice. It is cultivated in great abundance in the province of Bahar, and in other parts of Bengal. The stalk of this plant rises to the height of three or four feet, and produces long indented leaves, resembling those of the lettuce, while the flower has the appearance of a tulip. When at full growth, an incision is made at the top of the plant,

from whence there issues a white milky juice, which soon concretes, and is scraped off the plants, and wrought into cakes: these are covered with leaves, to prevent their sticking together, and in this situation are dried, and packed in chests lined with hides, and covered with gunny, each containing forty cakes, and weighing two maunds, and in that state exported to the places where is it esteemed. This drug is always in great demand in China, notwithstanding the prohibitions which have been from time to time issued against it; likewise in all the eastern countries, the Malay Peninsula, Sumatra, Borneo, Celebes, &c.

This preparation, though simple, requires great attention to prevent adulteration, to which it is liable, if left to the cultivator: it is vitiated with a powder composed of the dried leaves and stalks of the poppy, made into a paste with gum Arabic, or some other mucilage.

Opium is very heavy, of a dense texture, commonly soft enough to receive an impression from the finger. It should be chosen moderately firm; its colour a very dark brown yellow, so dark that, unless held to the light, it appears black; of a strong smell and bitter taste; as free from leaves as possible; and care should be taken, by rubbing it between the finger and thumb, that there is no roughness or grittiness. That which is soft should be rejected. In freight 14 Cwt. are allowed to a ton.

The monopoly in the trade of opium, or the cultivation of the poppy, may be traced at least as far back as the commencement of the British influence in Bengal. The advantages resulting from it were for several years merely considered as a part of the emoluments of certain officers under the Government. In the year 1773 it was taken out of their hands, and the profit of the trade assumed for the benefit of the Company. The provision of the article was for many years let out upon contract. The opium concern continued under the direction of the Board of Revenue till 1793, when it was transferred to the Board of Trade. On the expiration of the contracts in 1797, the cultivation of opium was restricted to Bahar and Benares, and discontinued in Bengal; the mode of provision by agency was resorted to, and still continues in practice. In July, 1799, some regulations were published "for the guidance of all persons concerned in the provision of opium on the part of Government, and for preventing the illicit cultivation of the poppy, and the illicit importation or traffic in the article of opium." Under these regulations, which were further modified in 1807, the cultivation of the poppy, except on account of Government, is expressly prohibited; but it is left entirely at the option of the cultivator, to enter into engagements on account of Government at a settled price, or to decline it altogether. The quantity grown, which is limited, is sold by public

auction at two annual sales at Calcutta, in December and February. It is usually about 4000 chests.

The trade in opium is liable to be affected by many contingencies, not only from adverse seasons, but by the state of the markets to the eastward, which fluctuate considerably. The superior advantages of the agency system, and the measures resorted to for securing the provision of the drug pure and unadulterated, have proved of essential service.

The Bengal opium is distinguished in commerce into two kinds, Patna and Benares; the former is most esteemed.

There is another kind of India opium, which is less esteemed, produced in considerable quantity in the province of Malwa; it usually fetches little more than half the price of Patna opium.

The quantity of opium exported by sea from Calcutta, in 1821, was 4337 chests, of which 3137 were to China and Macao, 632 to Penang and Eastward, 420 to Java, the rest in small quantities to various parts.

In spite of the regulations which forbid the importation of opium into China, the supply is as large as ever; even the functionaries appointed to exclude the drug, being as anxious as others to obtain it.

Piece-Goods are manufactured of innumerable qualities and dimensions in almost all parts of the country under this Presidency, and are distinguished by various names, according to the fabrics, and the places where manufactured. The following are the names of a few of the numerous kinds, and the places where made.

Baftas, at Patna, Tanda, Chittagong, Allahabad, Beerbhoom, Koirabad, and Luckipore.

Cossas, at Patna, Tanda, Allahabad, Johannah, Hurrial, Santipore, Mow, and Lucknow.

Doreas, at Chunderconnah, Tanda, Dacca, Santipore, and Hurripaul.

Mammoodies, at Tanda, Allahabad, Koirabad, Johannah, and Lucknow.

Mulmuls, at Dacca, Patna, Santipore, Ghazipore, Midnapore, Cossijirah, and Malda.

Sannoes, at Tanda, Allahabad, Johannah, Mow, and Balasore.

Terrindams, at Dacca, Santipore, Casmahbad, Baddawl, and Hurripaul.

Piece-goods form the staple commodity of Bengal, from whence they are sent to all parts of India, to the United States of America, and to all parts of Europe. The following are the kinds imported into Great Britain, with the number of pieces allowed to a ton.

		Pieces
Addaties		700
Allachas		1200
Alliballies		400
Allibannies	R	800
Arrahs	R	400
Atchabannies		800
Aubrahs		400
Baftas	R	400
Bandannoes	R	800
Betellees		400
Ditto handkerchiefs		400
Blue cloth	R	400
Calicoes		400
Callipatties	R	400
Cambays		400
Cambrics	R	400
Carpets	R	400
Carridarries		600
Charconnaes		600
Chillaes		600
Chintz of all sorts	R	400
Chinechuras	R	800
Chowtars		600
Chunderbannies	R	800
Chundraconaes, thick	R	400
Chucklaes		400
Clouts	R	400
Coopees		600
Corahs	R	800
Cossas		400
Cushtaes		800
Cuttannees	R	800
Diapers, broad		400
Ditto, narrow		600
Dimities		600
Doreas		400
Doosooties	R	400
Dungarees	R	400
Dooties	R	400
Dysucksoys		600
Elatches	R	800
Emmerties		600
Ginghams, coloured		600
Gurrahs		400
Ditto, long		200
Habassies		600
Herba Taffaties		800
Humhums		400
Ditto, quilted		100
Jamdannies		800
Jamwars		600
Kincha cloth	R	400
Kissorsoys		600
Laccowries		600
Lungees Herba		800
Mammoodiatties		400
Mammoodies	R	400
Muggadooties	R	400
Mulmuls		400
Mulmul handkerchiefs		400
Mushrues	R	800
Naibabies	R	800
Nainsooks		400
Nillaes		800
Palampores		800
Peniascoes		800
Percaulahs		800
Photaes	R	800
Pulicat handkerchiefs	R	800
Putcahs	R	400
Raings		400
Romals	R	800
Sannoes		400
Seerbands		600
Seerbetties		400
Seershauds	R	400
Seerhaudconnaes		400
Seersuckers		600
Shalbafts		400
Sicktersoys	R	800
Soosies		400
Sorts		400
Subnoms, or subloms		400
Succatoons	R	800
Taffaties, of all sorts	R	800
Tainsooks		400
Tanjeebs		400
Tartorees		400
Tepoys	R	800
Terindams		400

The following is the mode in which the tonnage of piece-goods is ascertained :—

When the letter R is against pieces of 400 to a ton, it shews those goods are to be reduced to a standard of 16 yards long and I broad ; when against pieces of 800 to a ton, to 10 yards long and 1 broad.

Example.—1000 pieces of 12 yards long and $1\frac{1}{8}$ broad, at 400 pieces to a ton, make 844 pieces, or 2 tons 44 pieces ; and 1000 pieces of $10\frac{1}{2}$ long by $1\frac{1}{8}$, at 800 to a ton, are 1,181 pieces, or 1 ton 381 pieces.

The piece-goods exported from Calcutta to Great Britain in 1821–22, amounted in official value to 14,51,722 Sicca rupees. The number of pieces

exported by private traders from January to December, 1822, is stated at 880,040, a very small portion of which was probably destined for England. The quantity exported to Great Britain by private traders in 1821, was but 71,800 pieces; and on an average of 7 years, 208,382 pieces. The quantity of piece-goods exported to all ports, exclusive of Great Britain, in the three years ending 1821, was as follows:—

	E. I. Co.	Private Traders.	Total.
	Pieces.	*Pieces.*	*Pieces.*
1819	11,428	3,900,901	3,912,329
1820	2,992	2,417,277	2,420,269
1821	54,760	2,826,516	2,881,276

The improvement in the cotton manufactures of Britain has not merely diminished the import of Indian piece-goods, but has opened a market for them in India itself. The lightness as well as cheapness of the British calicoes and muslins has rendered them the chief article of dress amongst all classes of people in England, and annihilated the manufacture of many of the lighter kinds of woollens and worsted stuffs, formerly so much in use. The demand for, and the use of, these articles are proportionate to their cheapness and elegance. India, however, maintains her superiority in the finer kinds of muslin, some of which are of most exquisite beauty and fineness. The common kinds are also preferred, on the score of enduring great hardships, and retaining their whiteness better; and in respect to the coloured, or prohibited goods, for the foreign markets, they will always retain their superiority. In the article of Guinea stuffs manufactured at Surat, and in request on the Coast of Africa, many attempts have been made to imitate them, more particularly by the French, but in vain. The Moors discover merely by the touch whether they have been manufactured in Europe or India; nor is it even to their feel and colour which they chiefly trust—they ascertain by their smell, as the indigo with which they are died, gives them a peculiar smell which cannot be imitated.

Rice (*Oryza Sativa*) is the principal article of food amongst the Eastern nations, and of an extensive trade from Bengal to other parts of India, and China. The kinds of rice are numerous, and the native names of the plant various. It is called paddy in its native state; each grain is fastened to a short stalk, joining to a main stem, and furnishing a bunch of grain, somewhat resembling an ear of oats, and sometimes containing from 150 to 300 grains of rice. There are two methods of clearing it from the husk; one by scalding, which occasions the rice to swell and burst its shell; the other by pounding in a mortar, and afterwards winnowing it. The export trade is principally in what is denominated cargo rice, of a coarse reddish cast, but peculiarly

sweet and large grained; it does not readily separate from the husk, but is preferred by the natives to all others. Some kinds of rice, more particularly the Patna, are of a very superior sort, small grained; the latter is rather long and wiry, but remarkably white, and is the kind most esteemed by Europeans.

Mr. Dalrymple states, that a small bag of paddy, given as a present from Mr. Dubois, Treasurer of the East India Company, to a Carolina trader, was the origin of rice-cultivation in America. The ton of rice is 20 Cwt.

Roses, Oil of.—This valuable perfume is prepared in India, Persia, and Turkey. The quantity to be obtained from roses being very precarious and uncertain, various ways have been thought of to augment the quantity at the expence of the quality. It is often adulterated with the oil of sandal-wood; this imposition, however, cannot be concealed; the essential oil of sandal will not congeal in common cold, and its smell cannot be kept under, but will predominate in spite of every art. They have likewise the art of mixing this oil with spermaceti, more particularly that imported from Turkey. The best mode of discovering this fraud, is by spirits of wine: this will dissolve the oil, and leave the spermaceti in lumps, which, if heated, will form one solid mass. In the genuine oil, when congealed, the crystals will be found short and uniform, not more in one part than another; for if they are of different lengths, the oil may be considered as adulterated. It is said that the colour of the attar is no criterion of its goodness, it being sometimes of a fine emerald green, of a bright yellow, and of a reddish hue, from the same ground, and from the same process, only from roses obtained on different days. The real oil, or attar, congeals with a slight cold; it floats in water, and dissolves in highly rectified spirits of wine. It is seldom imported from India for sale, but considerable quantities are brought from Turkey.

Rum.—Large quantities of this spirit are manufactured at Bengal, some of which, when it has attained a proper age, is not inferior to the Jamaica rum, and it has this advantage—it is made of better materials. When new, it costs from ten annas to one rupee per gallon; as it increases in age, the price advances in proportion. That rum which is of a brownish transparent colour, of a smooth, oily, grateful taste, of a strong body, and a good consistence, is best; that which is of a clear limpid colour, and hot pungent taste, is new, and should be rejected.

Safflower (*Cussom*, Hind., *Asfour*, Arab.) is the flower of an annual plant, the *Carthamus tinctorius*, (*Cushmanda*, San.) growing in Bengal, and other parts of India, which, when well-cured, is not easily distinguished from saffron by the eye, though it has nothing of its smell or taste. Safflower

should be chosen in flakes of a bright pink colour, and of a smell somewhat resembling tobacco; it gives a deep saffron tincture to rectified spirits of wine, and to water a paler yellow. That which is in powder, dark coloured, or oily, should be rejected. For freight, 14 Cwt. are allowed to a ton.

Saltpetre, (*Shora*, Hind., *Yavac Shora*, San.) or Nitre, is a salt prepared in various parts of India, but more particularly in the province of Bahar, likewise in Persia, China, and in the southern parts of Europe. We have had no account of the manner in which it is prepared in the East Indies, no person on the spot having taken particular notice of the manufacture. The general account is, that it is obtained from the soil of certain districts, which are called saltpetre grounds, where the soil is very cold, barren, and unhealthy. The salt is there ready formed by nature. It is only necessary to gather large quantities of the earth, and to put it into a cavity, through which a great quantity of water is poured, which dissolves and brings away the salt which it contains. The brine is evaporated by boiling, and when cold, affords nitre by crystallization. The salt thus obtained, is again dissolved, boiled, and scummed; and when it is cooled, after sufficient evaporation, the brine yields the saltpetre of commerce. For freight, 20 Cwt. are allowed to the ton.

Silk, raw, is a very soft, fine, bright thread, the work of an insect called *bombyx*, common in some parts of the East Indies, Persia, China, and in the southern parts of Europe.

The silkworm is a species of caterpillar, of which there are several varieties, and, like all others of the same class, undergoes a variety of changes. It is produced from a yellowish coloured egg, about the size of a small pin-head, which has been laid by a kind of greyish coloured moth. These eggs are hatched by putting them into the sun for a few days. When the animal is first protruded from the egg, it is a small active black worm; when it has attained its full growth, it is from 1¼ to 1½ inch long, and about half an inch in circumference, of a milky or pearl colour. The body is divided into seven rings, to each of which are joined two very short feet; it then begins forming the cocoon by winding the silk, which it draws from its bowels round itself into an oblong roundish ball. During this operation it gradually loses the appearance of a worm; its length is much contracted, and its thickness augmented. By the time the web is finished, it is found to be transformed into an oblong round ball, covered with a smooth shelly skin, and appears to be dead. In this state it remains for several days, entirely motionless in the heart of the cocoon; after which it bursts, like an egg hatching, and from that comes forth a heavy dull looking moth with wings, but these wings it never uses for flying; it only crawls slowly about

in the place where it had been hatched. This creature forces its way through the silk covering which the worm had woven, and goes immediately in quest of its mate; after which the female lays the eggs, which on an average may amount to about 200, and both male and female die in a very short time.

In Bengal the largest and best cocoons are preserved for the grain, and kept in bags suspended to the roof of the hut of the peasant. When the insect is ready to burst its prison, a few balls are placed in a large basket, on one shelf of a frame provided for the nurture of the worm. The frame in common use consists of 16 shelves, placed in a shed upon vessels filled with water, by way of precaution against ants. After the moths quit their covering, attendance is required to move the males as soon as their functions have been performed, and the females when they have produced their eggs. The basket is carefully covered with a cloth, and in a fortnight the worm quits the egg. They are first fed with mulberry leaves, chopped very fine; as they advance in their growth, they are dispersed into more baskets on the several shelves of the frame, and are supplied with leaves cut into larger pieces, and latterly with whole leaves until the period when the insect quits its food. As soon as it recommences eating, branches of mulberry-trees are thrown on with the leaves upon them, and the insects eat with eagerness, and soon fill the baskets on the whole number of shelves: they arrive at their full size in a little more than a month from their birth, and changing their skins for the last time, are disposed to begin their cones. They are now removed to baskets, divided into spiral compartments, where they spin their webs, and cover themselves with silk. When the cocoon is completed, a few are set apart for propagation, and the rest are exposed to the heat of the sun, for the purpose of killing the chrysalis.

The peasants sell the cocoons to the filatures, or winding houses, most of whom are in the employ of the Company. From the rejected balls they wind the silk by the following process:—The cocoons must be allowed to cool after exposure to the sun. The excretions of the worms are collected from the feeding baskets, and thrown into a hole dug for that purpose. The balls of silk are put into the hole, which is carefully covered up. In two days they are taken out, and boiled in an earthen vessel, and the silk is wound off by a hand-reel, or by the common one, both of which are simple, and do not differ materially from the machine used for that purpose in Europe. From the fur picked off the cocoons, and from those which are perforated, coarse silk is spun, which is used for making carpets and other purposes.

The following is the mode of propagating the mulberry-tree in Bengal.

The waste land is opened with the spade in the month of April; good soil is brought, and enough is thrown on to raise it one cubit. The ground is well broken with the plough, and levelled with an implement which in form resembles a ladder, but which supplies the place of a harrow. The mulberry is planted in October; the slips are cut a span long, thrown into a hole, covered from the sun, and are continually watered until at the end of a fortnight they begin to vegetate. They are then transplanted into the field, in holes distant a span from each other, and nearly one span deep; four or five cuttings are placed obliquely in each hole, which is then filled up, so as to cover the slips with a finger of earth closely pressed down. As soon as the plants appear, in December or January, the field is weeded. In April, when they are grown to the height of a cubit, they are topped, so as to leave a stem one hand high; otherwise it is thought that the leaves would be bitter and hard, and that the worms would refuse them. A hand-hoeing is now given, and a fortnight afterwards the leaves are ready for use. The plant is then cut down a little above the root, and the silkworms are fed with the leaves; the field is weeded, if necessary, and another crop is obtained in June, and a third in July; but the leaves of this last crop only are gathered without cutting the stem, because that operation at so late a season would, it is apprehended, injure the plant. The field is again weeded, and a fourth crop is ready in September; after gathering it, the ground is ploughed several times, and levelled with the implement above mentioned. In November a hand-hoeing assists vegetation, and accelerates the best crop, which is cut in December; this is followed by a hand-hoeing and weeding, and is succeeded by another crop in March. The same course recommences, and the field, if sufficiently attended and cultivated, will continue to be productive during many years.

Bengal raw silk is divided into two classes; that reeled according to the old method, commonly called country wound, and that reeled according to the new or Italian method. The places where the former is manufactured are Comercolly, Jungypore, Rungpore, and Bauleah; and those where the latter is prepared, are Comercolly, Malda, Radnagore, Jungypore, Rungpore, Bauleah, Cossimbuzar, and Gonatea: these are also distinguished by the manufacturers' names, as Beecher, Frushard, Collinson, &c.

The leading point which determines the value of Bengal raw silk, is cleanness, or, being free from knibs or knots known amongst the manufacturers by the appellation of "foul;" evenness of thread is also most essential, but silk free from foul, will very rarely be uneven, and if foul, cannot be even; indeed, the terms foul and uneven in this case may be considered synonymous.

To judge if silk be clean, the best mode is to open the skein, and stand with your back to a window, so that you look down the extended silk in the same direction that the light falls; by this means you will easily perceive any foulness that exists, and a very little practice will enable any person by a mere *coup d'œil* to judge accurately upon this most essential quality of Bengal raw silk. The skein being well shaken, should not exhibit any dust or loose ends.

The different degrees of fineness and coarseness are denoted by the letters A. B. C.—Silk of 4-5 cocoons is called A. No. 1; of 6-8 cocoons A. No. 2; of 8-10 cocoons B. No. 1; of 10-12 cocoons B. No. 2; of 12-14 and 16-18 cocoons B. No. 3; of 18-20 cocoons C. No. 1; of 20-22 cocoons C. No. 2; and of 22-24 cocoons, &c. C. No. 3.—All filature silk, or that which is reeled in factories, is included within the above-named letters and numbers; but silk which the natives reel by hand, is much coarser, and is marked by the letters A. B. C. D. E.—It must be understood that the A. 1 silk of one district in India will importantly differ in fineness from the A. 1 silk of another district, dependent upon circumstances of climate, culture, &c. &c.: thus Bauleah filature silk is inferior in fineness to Radnagore or Cossimbuzar filature silk of corresponding letters, and Comercolly filature silk exceeds these, and so on.

Each skein of raw silk should be gummed in one part, but not so much as to occasion it to adhere too strongly; a sufficient gumming causes the skein to preserve its regularity of thread; too much will cause the thread to break in the winding, during the operation of throwing, or preparing for the hands of the consumers. The skeins should also be banded, or bound round in various parts with threads.

The value of the Bengal raw silk is by no means to be estimated by the lustre or brilliancy of colour. Many have been deceived upon this point; it therefore becomes the more necessary to guard against similar errors. That these qualities are not essential, appears when we consider that the silk will be dyed before it is manufactured, when both will be necessarily changed. Silk of indifferent colour is often clear and even, which the manufacturers most regard in their purchases, while silk of superior lustre is sometimes deficient in these desirable points; still colour and lustre are not to be overlooked; when combined with cleanness and evenness, they give an additional value to Bengal raw silk. Foul silk in the winding is continually liable to break at the knibs or knots, which renders the workmanship both unpleasant and expensive.

The demand in England for the several letters continually varies, and it seldom occurs that their value is regulated in ratio with their respective

fineness: coarse silk often obtaining a higher price than the finer sizes, the demand being regulated by a limited supply of a particular letter, or by an extra consumption in some particular species of manufactured goods, or by some other accidental cause.

The distance of India is too great to allow speculation upon contingencies at home, and consequently prevents special directions being given as to the regulation of sizes in an investment; but as a general rule, the letters B and C should predominate over the letters A, and the proportion of skein silk should be very trifling; if a demand for exportation exists in England, it constantly runs on the lower priced silks; and such has been for the last few years the restriction of foreign houses in this respect, that the export trade has dwindled to nothing.

When, owing to the above-mentioned causes of limited supply, or extra consumption, a particular letter has secured an exorbitant price, upon the accounts reaching India, all the silk that can be procured of the same size, is immediately hurried home, in the hopes of realizing the same extravagant profit: this expectation has been invariably disappointed, a glut being occasioned, while the cause of the consumption has long since ceased, and the neglected letter of the former season now meets a ready sale with the same advantage of price.

In closing these remarks upon Bengal raw silk, we must note that the greatest care is requisite in packing it for the voyage; if loosely packed, the outside skeins will rub against each other, and the silk will be cut as if by a knife. Silk in this state is of no value whatever. To prevent the possibility of friction, the bales must be packed exceedingly tight and compact.

The various sizes must on no account be mixed in the same package; silk so confused will never obtain a due price. Private investments are generally faulty in this respect; and the Company's bales, though generally tolerably correct, are not altogether unexceptionable in this particular.

There are two other kinds of worms which produce silk in Bengal, *viz.* the Tusseh and Arrindy worms: the former are found in such abundance over many parts of Bengal, and the adjoining provinces, as to have afforded to the natives, from time immemorial, a considerable supply of a most durable, coarse, dark-coloured silk, commonly called Tusseh silk, which is woven into a kind of cloth, called Tusseh dooties, much worn by Bramins, and other sects of Hindoos. This substance would, no doubt, be highly useful to the inhabitants of many parts of America, and the south of Europe, where a cheap, light, cool, durable dress, such as this silk makes, is much wanted. This species cannot be domesticated.

The Arrindy silkworm is peculiar to the interior parts of Bengal, in

the districts of Dinagepore and Rungpore, where the natives rear and breed it in a domestic state, as they do the silkworm. The food of this kind consists entirely of the leaves of the common *Ricinus*, or *Palma Christi* plant, which the natives of these districts call Arrindy, and is abundantly reared over every part of India, on account of the oil obtained from the seed. Feeding these caterpillars with these leaves will therefore make it doubly valuable, where they know how to spin and manufacture the silk. Their cocoons are remarkably soft, and white or yellowish; and the filament so exceedingly delicate, as to render it impracticable to wind off the silk: it is therefore spun like cotton. The yarn thus manufactured, is wove into a coarse kind of white cloth, of a seemingly loose texture, but of incredible durability. Its uses are for clothing for both men and women; and it will wear constantly ten, fifteen, or twenty years. The merchants also use it for packing fine cloths, silks, or shawls. It must, however, be always washed in cold water; if put into boiling water, it makes it tear like old rotten cloth. For freight, 10 Cwt. of silk are allowed to a ton.

Skins.—The skins of tigers and leopards are occasionally brought from India, not in any quantities as articles of trade, but as curiosities, and are used as hammer-cloths for carriages, &c.

Tiger Skins should be chosen large, of a bright yellow colour, beautifully marked with numerous broad black stripes; the more intense the yellow, and well defined the black stripes are, the more these skins are esteemed. Particular care should be taken that they are well dried, or they will soon decay. They are sometimes met with near four feet long, including the tail.

Leopard Skins.—These skins are much esteemed in Europe. They are smaller than the former, seldom exceeding four feet in length, including the tail. They should be chosen large, of a lively yellow colour, marked on the back and sides with small spots disposed in circles, well defined, and closely together, the belly covered with longish white hairs, and the spots on the tail large and oblong.

Spikenard, or *Nardus Indica*, a species of *Andropogon*, (*Gendbel*, Hind., *B'hustrina*, San.), as brought to Europe, is a congeries of small, tough, reddish brown fibres, forming a bunch about the size of a finger; it is moderately warm and pungent, accompanied with a flavour not disagreeable. It is described as growing in wild and uncultivated countries, and is the common grass which covers the surface of it, growing in large tufts close to each other, very rank, and in general from three to four feet long. The whole plant has a strong aromatic odour; but both the smell and the virtues reside principally in the husky roots, or lower parts of the

stalks, which in chewing have a bitter, warm, pungent taste, accompanied with some degree of that kind of glow in the mouth which cardamums occasion. Chuse such as are dry, of a yellowish red, or cinnamon colour, fresh, with long fibres, and a sweet scent. Those which are moist, and without fibres, should be rejected. It is seldom imported into England. Ten Cwt. of spikenard are allowed to a ton.

Sir Wm. Jones has demonstrated that the ancient spikenard was the plant called by Dr. Roxburgh *Valeriana Jatamansi*, (*Jatamansi*, Hind. and San., *Sumbul-ul-Hind*, Arab.), which is materially different in character from the foregoing.

Storax.—Solid storax is the odoriferous resin of a tree (*Styrax*) of a middling size, bearing a filbert-like fruit, growing in various parts of India. Two sorts of this resin are distinguished: storax in the tear, and common storax in larger masses. The former is very rarely in separate tears; but generally in masses, composed of whitish and pale reddish brown tears, or having an uniform reddish yellow, or brownish appearance, being unctuous and soft like wax, and free from visible impurities. This is preferred to the common storax in large masses, which are lighter, and less compact than the preceding, and having a large admixture of woody matter, like saw-dust. Although the impurities of this kind of storax render it less valuable than the other, it is not less useful, nor its medical qualities, when purified, less potent: this is done by softening it with boiling water, and pressing out the impurities between warm iron plates; a process which is unnecessary with the former kind. Storax should be chosen of a reddish brown colour, rather softish, and unctuous to the touch, yet brittle and friable, and of a pleasant sweet smell.

This article is in little demand, and seldom imported from India.

Sugar.—A solid, sweet substance, obtained from the sugar-cane, or *Saccharum officinale*, (*Casa* and *Icshu*, San.) which is common in the East and West Indies, China and other places; or, according to chemists, an essential salt, capable of crystallization. It is of a sweet and agreeable flavour, and is contained in a greater or less degree in almost every species of vegetable, but most abundant in the sugar-cane. The expressed juice of the cane is clarified, and boiled down to a thick consistence; it is then removed from the fire, and the saccharine part concretes into brown coloured masses, and is the sugar in its raw state, as we see it.

The sugar-cane is a smooth jointed reed, of a shining greenish colour, which, as the plant approaches to maturity, changes by degrees to a yellowish one. The sizes of the canes vary much, according to the soil, season, and circumstances; the usual height is from four to seven feet, the thickness

of a middling sized cane, about an inch, the largest three or four inches, and the small ones not more than half an inch. The distance of the knots is no less various than the height; in some not above two inches, in others nine or ten; those canes which have the knots farthest apart, are esteemed the best.

The saccharine juice is contained in a spongy pith which the inside of the cane is filled with. The pith of the smooth part of the cane is soft, and of a whitish colour; that of the joints harder, more compact, and darker coloured. The first is by much the more juicy; but the juice of the latter is sweetest, and seems to be most perfectly elaborated.

The maturity, or degree of perfection, of the cane is not to be judged of from its age or size alone, but chiefly from the quality of the juice. If this has a rich, glutinous, sweet taste, and if at the same time the cane be weighty, and of a good yellow colour; if the skin is smooth, dry, and easily breaks, the pith of a grey colour, or inclining a little to brown, the plant, in these circumstances, may be said to be in its utmost perfection, and will yield a very fine sugar, in large quantities, and with very little trouble.

The additional duty imposed on East India sugars, to protect the West India trade, has drawn much attention to this article of eastern commerce.

A voluminous and comprehensive Report upon East India Sugar was published by the Court of Directors in March, 1823, containing a mass of information respecting this trade. From official tables inserted in that publication, the following comparative statement of the different sorts of sugar imported into Great Britain, and of what was entered for home consumption, for 5 years, ending 1821, is deduced.

	Imported.			*Entered for Home Consumption.*	
	Brit. Plant.	For. Plant.	East India.	West India.	East India.
Years.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1817	3,440,565	192,780	127,203	3,220,595	33,131
1818	3,563,741	105,916	125,893	4,151,239	27,059
1819	3,665,520	138,032	162,395	2,672,226	24,775
1820	3,785,434	86,048	205,527	3,283,059	99,440
1821	3,623,319	162,994	277,228	3,661,731	83,232

That the Company's share of this traffic, which is chiefly in the hands of private traders, is not profitable, is apparent from the statement of their sugar importations, which averaged in the 5 years above mentioned, a *loss* of £12,107 upon a quantity of 20,132 Cwt.

The quantity of sugar exported by sea from Calcutta by private traders, during the above years, was as follows :—

	TO ENGLAND.	TO OTHER PARTS.
1817 ......Cwts.	129,858	199,288
1818	129,195	254,930
1819	157,957	258,746
1820	134,613	146,234
1821	112,830	132,137

SUGAR-CANDY.—A very superior sort is manufactured at Bengal, in small masses of from 3 to 6 lbs. each. Large quantities of this article are consumed in India; but the principal part of the supply is imported from China in tubs, made of thin deal, each containing half a pecul, or 66⅓ lbs. avoirdupois. The best kind of sugar-candy is manufactured at Cochin China; it is in fine, clear, and transparent crystals.

20 Cwt. of sugar-candy are allowed to a ton.

TALC, a species of fossil, of a soft smooth surface, of a whitish or silver-like lustre, which may be split into numerous fine plates, or leaves, which singly prove somewhat flexible and elastic, and perfectly pellucid. It is found in many parts of India and China, and used instead of glass. In Bengal a seer of talc will sometimes yield a dozen panes, 12 inches by 9, or 10 by 10, according to the form of the lump, and so far clear as to allow ordinary objects to be seen at 20 or 30 yards' distance. It should be chosen of a pure pearl colour; but it has in general either a yellowish or faint blue cast; and when split into leaves, it should present a smooth surface, though frequently it has small scaly blisters, which depreciate its value. It is seldom imported into Europe.

TAMARINDS are the fruit of the *Tamarindus Indica*, (*Amli*, Hind. *Amlica*, San.), a tree common in the East and West Indies. The fruit is a pod, somewhat resembling a bean cod, including several hard seeds, together with a dark coloured viscid pulp; this pulp is connected with the seeds by numerous tough strings or fibres, and these are freed from the outer shell. The oriental sort is drier, darker coloured, and has more pulp than the other; the former is sometimes preserved without addition, but the latter has always an admixture of sugar. Red, brown, and black are brought from the East Indies; of these the black is preferred. Chuse such as are new, black, pulpy, of a sharpish grateful taste, and vinous smell. Reject such as are musty, and have the seeds soft and swoln. 20 Cwt. are allowed to a ton.

Terra Japonica, or Cutch, (*Cat'h*, San.) is an extract from the wood of the *Mimosa Catechu* (*Guvaca*, San.), which grows wild in Malabar. It is felled at any season, the white wood removed, and the heart cut into small pieces, which are boiled in an earthen pot, for 3 hours; when the decoction has become ropy, it is decanted. The same quantity of water is again added, (*viz.* half the measure of the wood), and it is boiled until it is ropy, when it is decanted, and a third water given. The three decoctions are then mixed, and the next morning boiled until the extract becomes thick like tar; it remains in the pots for two days, and becomes so hard as not to run. The inspissated juice is then formed into balls or cakes, dried 7 days in the sun, and two months in the shade. It is imported from Bengal and Bombay: the latter is of an uniform texture, and of a red brown tint; the Bengal kind is more friable, and less consistent. It is generally in square cakes; its colour resembles chocolate externally, but when broken, it appears in streaks of chocolate and brown. It is frequently mixed with sand and other impurities; has little or no smell, but a sweet astringent taste, melts in the mouth, and is gritty. It should be chosen of a clear uniform chocolate colour, the brightest and least burnt that can be, and as free from impurities as possible; if it be perfectly pure, it will totally dissolve in water; if otherwise, the impurities will remain behind. It is sometimes met with of a pale reddish brown, of a dark blackish brown, or black like bitumen. Some kinds are ponderous, others light; some compact, others porous; some more, others less astringent; and these differences happen according to the manner of obtaining them; but the heaviest and most compact are reckoned the best. It is an article of considerable trade from India to China. 17 Cwt. are allowed to a ton.

SECTION XXII.

BENGAL TO THE MALAY PENINSULA.

THE head of the Bay of Bengal, from the Hughly River to the principal branch of the Ganges, which is low, level, and woody, is called the Sunderbunds, and is intersected in various directions by creeks and rivers. The country on each side being covered with wood, affords a harbour for

robbers, who invariably infest this navigation. From the danger which consequently attends passing through these rivers and channels, which connect the Calcutta River with the Burrampooter, the general commerce of the country is frequently much impeded, notwithstanding the exertions of Government.

CHITTAGONG.—The entrance of Chittagong River is in latitude 22° 13′ N. Islamabad, the principal town, is about 2½ leagues up the river, in latitude 22° 21′ N., and longitude 91° 45′ E. The town extends along the shore a considerable distance. The first part is called the Fringey Bazar, being inhabited by a number of Portuguese and other foreigners; here are dockyards, where vessels of considerable burthen are built in an excellent manner. Canvas of very superior quality is manufactured here; and considerable quantities of hemp are raised. Chittagong being under the Bengal Government, the commerce carried on is trifling, except in small coasting vessels.

Rules respecting Imports and Exports.—In the valuation of imports, the Collectors at Chittagong and Balasore are guided by the same rules as are enacted for Calcutta, in as far as these may be applicable. In the valuation of exports, the market price of the goods at the ports from which they are exported, is taken as the standard.

The regulations with respect to the drawbacks which are laid down for Calcutta, are also applicable to Chittagong and Balasore.

Goods imported by sea into any of the foreign settlements on the Hughly, are liable, on exportation to the interior, to pay to the Collector at Hughly the same duties as are charged on goods imported into Calcutta on a foreign bottom. In like manner, goods brought to the foreign settlements from the interior, are liable to the same duties as are charged on the exportation of such goods from Calcutta on a foreign bottom.

Pilotage Rates.—By a Regulation of 1822, a Harbour Master is appointed at Chittagong, to provide assistance to shipping driven into the port, and the following rates are established:—

Draught of Water.	Pilotage.	Draught of Water.	Pilotage.
Vessels under 10 feet	S. R. 33	Vessels 17 to 18 feet	S. R. 120
10 to 11	40	18 to 19	133
11 to 12	46	19 to 20	150
12 to 13	53	20 to 21	166
13 to 14	60	21 to 22	183
14 to 15	70	22 to 23	200
15 to 16	83	23 to 24	220
16 to 17	100		

Buoy Duty.—Every vessel not requiring a pilot, pays a buoy duty of 3 annas per ton, for the first 200 tons, and 2 annas per ton above that burthen. Donies and square-rigged vessels leaving the river for internal trade, pay 8 annas per 100 maunds burthen. A doney exceeding 600 maunds, pays 3 rupees only.

Mooring Rates.—Vessels of 100 tons and upwards, pay 25 rupees for mooring, and 25 for unmooring. Donies and coasting vessels are exempted.

Port Regulations, 1822.—Commanders of vessels entering the river, to furnish the Harbour Master with the names of the vessels, their nations, ports, and other necessary particulars. Vessels to be moored off the Custom House only, except special permission is granted by the Collector. The Harbour Master's certificate to be obtained before a port clearance is given, without which no vessel can sail. Attempts to evade duties and charges, punishable with double port charges, or confiscation of cargo, as the case may be.

ARACAN.—The kingdom of Aracan was conquered about 40 years ago by the Burmese, and is governed by a Burmese Viceroy, generally residing at Rangoon. The natives are called Mugs.

The Coast of Aracan stretches S. S. E. from the Naff, a broad and deep river, which is the boundary that divides the state from the territories of the East India Company, as far as the Island of Cheduba. The principal place of trade is Aracan, situated a considerable distance up a large and navigable river, which is scarcely paralleled in the East, of which Mosque Point, in latitude about 20° 15′ N., forms the N. side of the entrance. The river near the fort is narrow; large boats can come up to it; the banks are cultivated.

The disputed title to the Island of Shapuree in the Naff River, which the Burmese claim as a dependency of Aracan, is the ground of the existing war between the British Government and that of Ava. The former having sent a guard of British troops to the Island, as a police station, they were attacked, and driven off by the Burmese; and subsequently the Commander of a Company's schooner was enticed on shore, seized, and sent prisoner to Aracan.

Trade.—Aracan produces large quantities of rice, of which 15 seers may generally be procured for two puns of cowries, equal to 12 maunds for a duss massa rupee. A few elephants' teeth, some wax, wood oil, and several kinds of coarse piece-goods are the principal exports of the country.

Provisions and Refreshments.—Plenty of elephants, buffaloes, hogs, goats, and deer are to be met with, likewise geese, ducks, and fowls; and of vegetables, nearly the same kinds as are produced in Bengal. The

country about Aracan river abounds with rice, which may be procured at a moderate price; but the natives are not to be trusted, being unfriendly to Europeans.

Coins.—There was a mint at Aracan, where silver rupees were coined. An Aracan rupee is equal to 12 annas duss massa, or in Aracan to three kahawons, each kahawon 16 puns of cowries.

CHEDUBA.—This island extends nearly N. W. and S. E. about 7 leagues, and is situated between the latitudes of 18° 36′ and 18° 50′ N.; it is about twenty miles from the coast, and there is a safe passage between the island and the main. The town is situated on the E. side of the island, in long. 93° 40′ E., up a small river, into which it is difficult for boats to get at falling tide, on account of a number of mud banks which lie off its entrance more than 1½ mile from the shore. The river is narrow and winding, but deep enough, after passing the flats, for large boats at all times of the tide. The landing-place is near a small wooden bridge, about two miles up on the right hand side of the river, where there is a bazar, well supplied with poultry, hogs, goats, vegetables, and fruits in abundance, at reasonable prices, and of excellent quality. Shipping may fill water here in their own boats at half ebb; though it may be procured more expeditiously, but at a greater expence, by application to the Chief, to employ the boats of the country. Permission must be obtained from him previous to procuring any supplies. The sale of cattle is restricted, not only by the Government, but also by the tenets of their religion; and so rigidly do the natives adhere to them, that it is impossible to procure a bullock at any price, though the island abounds with them. The anchorage for large ships is the mouth of the river W. 15° S., and the town pagoda W. 19° S. in 4½ fathoms.

Large quantities of rice are grown upon the island. The Island of Ramree, to the S. E. of Cheduba, also produces large quantities of rice. Cheduba was occupied by the British forces in 1824.

The Coast of Ava extends in a S. direction from near Cheduba to Cape Negrais, forming several bays destitute of shelter for ships, and having several small islands and dangers in its vicinity.

NEGRAIS.—Cape Negrais, the south-westernmost land of the Coast of Ava, is in lat. 16° 2′ N. and long. 94° 13′ E.; but the southernmost extremity of that coast is generally called Pagoda Point, from a pagoda standing upon it, and is in lat. 15° 58′ N. This point forms the W. side of Ava River, called also Persaim and Bassein River, and Point Porean the E. side.

The Island of Negrais is in the entrance of the river, about four or five miles inside of Pagoda Point. It is about six miles in circumference,

extending N. E. and S. W., almost covered with thick jungle, and full of deep inlets of salt water. At the N. E. extremity is a hill with an old pagoda upon it; and on the S. W. end is a plain, or flat, which is the only part sufficiently cleared, to allow of the erection of a few fishermen's huts, and the pasturage of some cattle. No run of fresh water could be found when the British troops landed there in 1824.

The entrance into Negrais harbour is described as difficult, the channel being narrow; it is quite secure from all winds. The river thence to Bassein is clear and safe from the island to Bassein.

DIAMOND ISLAND, in latitude 15° 52′ N., and longitude 94° 19′ E., is about seven miles to the S. of Pagoda Point, and fronting the entrance of Ava River; it is about 1½ mile in extent, low, and covered with trees, but should not be approached by large vessels, on account of the reefs that surround it.

Diamond Island is at some seasons much frequented by turtle, and has been occasionally visited by men of war stationed in India; but a great number of lives have been lost, it being extremely dangerous and unhealthy for people to remain on shore during the night.

PEGU.—The coast of Pegu extends from Ava, or Persaim River, to the Gulph of Martaban, and is generally low and woody, intersected by many rivers, with reefs and shoal water extending along it to a considerable distance. Rangoon River, called also Sirian and Pegu River, is the only place on this coast frequented by European ships. The entrance to the river is known by a grove of trees, about fifteen miles to the S. W., called China Buckeer. This mark, ships that are bound into the river, first endeavour to make.

RANGOON.—This town is about twenty miles up a considerable branch of the principal river, having a bar, on which are only about two fathoms at low water; but the perpendicular rise and fall of the tide is frequently 21 feet. Ships bound into the river should anchor at its entrance, and make the signal for a pilot, or dispatch a boat into the river for one, if the weather be favourable.

Rangoon stretches along the banks of the river about a mile, and is not more than the third of a mile in breadth. The city is a square, surrounded by a high stockade; and on the N. side it is further strengthened by a fosse, across which a wooden bridge is thrown; in this face there are two gates, but in each of the others only one. On the S. side towards the river, which is about 20 or 30 yards from the palisade, there are a number of huts, and three wharfs with cranes for landing goods, which enable ships to deliver and receive cargoes expeditiously, and without the use of

small craft. The Custom-house is built of brick and mortar, and covered with tiles, having within a number of platforms for the reception of bale-goods. Close to the principal wharf are two commodious wooden houses, used by the merchants as an Exchange, where they usually meet in the cool of the morning and evening, to converse, and transact business. The streets of the town are narrow, but clean, and well paved; there are numerous channels to carry off the rain, over which strong planks are laid, to prevent an interruption of intercourse. The houses are raised on posts from the ground, the smaller supported by bamboos, the larger by strong timbers. All the officers of Government, the most opulent merchants, and persons of consideration, live within the fort; shipwrights and people of inferior rank, inhabit the suburbs. Rangoon was taken by the British in 1824.

This town, having long been the asylum of insolvent debtors from the different settlements in India, is crowded with foreigners of desperate fortunes, who, for the most part, support themselves by carrying on a petty trade. Here are to be met fugitives from all countries in the east. The Exchange exhibits a motley assemblage, such as few towns of much greater magnitude can produce. Malabars, Moguls, Persees, Armenians, Portuguese, French, and English all mingle here, and are engaged in various branches of commerce. The Persees, Armenians, and a few Mussulmen engross the greater part of the trade; and individuals from their number are frequently selected by Government, to fill employments of trust that relate to trade, and transactions with foreigners.

Heavy complaints have been made of oppression at Rangoon. In 1819, the commanders of two vessels were not only subjected to heavy fines, but to confinement, upon pretended charges of maltreating their crews.

The river of Rangoon is very commodious for building and repairing ships. The forests produce inexhaustible quantities of teak timber, and the banks of the river are so soft and flat, that there is little need of labour for the formation of docks. Ships of considerable burthen, from 600 to 900 tons, have been built here, of excellent workmanship, and of the best materials.

Trade.—The commerce carried on here is not to a considerable extent. Piece-goods form the most material part of the imports from India, and are generally of common kinds of British commodities. Broad cloth of two colours, one side red, the other green or blue, is in great request, being used for mantles in the cold season.

The chief exports are teak timber in balks, called duggies and arties, keel pieces, mast-fishes, planks, and sheathing boards. They have other timber in great abundance, but it is seldom exported, particularly an infe-

rior kind of cedar, both red and white, called jarroll, and which is used here chiefly for compass and crooked timber, in ship-building.

The prices of timber at Rangoon in 1822 were as follow:—Mast pieces 250 to 500 ticals each; duggies 12 to 16 ticals each; shinbins 12 to 14 ticals per pair; pipe staves 20 to 25 ticals per 100; sheathing boards 70 ticals per 100.

Pegu also produces rubies, diamonds, emeralds, and other precious stones; iron, copper, tin, lead, wood oil, earth oil, wax, dammer, elephants' teeth, cutch, and silver. The iron is said to be of so excellent a quality, as to be little inferior to steel; but Europeans who build ships at Rangoon, generally carry their iron work, ready forged, from the English Presidencies, particularly from Calcutta.

Port Charges.—The import and export charges on a ship, of whatever burthen she may be, and presents to the principal men, &c. used to be as follow; but a more recent report makes the charges somewhat higher, and they vary from time to time at the pleasure of the Shahbunder, or Port Officer, who, in 1819, was an English subject, named Gibson.

Messenger belonging to the King	115 Ticals.
The head Government altogether	650 ditto.
The King's linguist	80 ditto.
Lidgena, petty writers, &c.	75 ditto.
Chantry	10 ditto.
Door-keeper	10 ditto.
Anchorage dues	30 ditto.
Sundry charges on clearing out the ship, *viz.*	
Cups, plates, and soft sugar	30 ditto.
Fowls, hogs, &c. for breakfast	20 ditto.
Pilotage in and out of Rangoon	300 ditto.
A boat to take the pilot out	25 ditto.

forming a total of 1345 ticals. A new ship built in the river, on proceeding on her first voyage, is exempt from the port-charges, but she is afterwards subject to all charges, as other ships.

Duties.—The duty levied on all goods imported was 12 per cent., except on timber, which was 1 per cent.; goods exported paid 5 per cent. All canvas, cordage, wrought iron, and other stores, imported for the equipment of a ship building at Rangoon, were subject to half duty. Presents to the Princes, Ministers, &c. are necessary; and the more liberally they are given, the more accommodation is experienced in the transacting of business.

Since the occupation of Rangoon by the British forces, the following duties have been imposed upon the under-mentioned articles, viz: 4 rupees per gallon upon all kinds of spirits; 2 rupees per dozen upon wine and beer;

and upon all other import and export articles 8 per cent, except upon timber, which bears a duty of 2 per cent. only.

Regulations.—Manifest of cargo must be delivered, including ammunition, arms, &c. Every article omitted is liable to seizure. Every time a person lands from the ship, he must submit to be searched at the Custom-house, or Godown.

Provisions and Refreshments.—Oxen and buffaloes are plentiful, but are not permitted to be killed, on account of the religious prejudices of the natives; they can therefore only be obtained clandestinely. Poultry is abundant, and as reasonable as at Calcutta. Hogs, goats, and deer are numerous, and the latter forms the principal food of the Europeans and natives. Rice, fruit, and vegetables are likewise plentiful. Water is obtained from the river, or from wells in the town.

Coins.—The Burmans, like the Chinese, have no coin. Silver in bullion, and lead, are the current monies of the country; weight and purity are of course the standard of value, and in the ascertainment of both, the natives are exceedingly scrupulous and expert.

What foreigners call a tical, or tackal, properly kiat, is the most general piece of silver in circulation; it weighs 10 dwts. 10.75 grs., and is thus divided:—

2 Tubbees	equal to	1 Moo.
2 Moos	"	1 Math.
4 Maths	"	1 Tical.
100 Ticals	"	1 Vis.

The Burmans keep their accounts in decimals, after the manner of the Chinese.

Money scales and weights are all fabricated at the capital, where they are stamped, and afterwards circulated throughout the empire; the use of any others is prohibited.

The Bankers, called by foreigners Pymons, are likewise workers in silver, and assayers of metal. This class of people is very numerous, and indispensably necessary, as no stranger can undertake either to pay or receive money without having it first examined. Every merchant has a banker of this description, with whom he deposits all his cash, and who, for receiving and paying, gets an established commission of 1 per cent.; in consideration of which, he is responsible for the quality of what goes through his hands, and a breach of trust is very seldom heard of.

The quantity of alloy varies in the silver current in different parts of the empire. At Rangoon it is adulterated 25 per cent. In pure, or what is called flowered silver, all royal dues are paid. The several modifications are as follow:—

Rouni..................or pure Silver.	Rouassee ....or 20 per cent. alloy.
Rounika...............or 5 per cent. alloy.	Moowadzoo.......or 25 ditto.
Rounizee ....or 10 ditto.	Woombo..........or 30 ditto.

Any person may have his silver either purified or depreciated to whatever standard he chuses. The nearest silversmith will perform the work free from charge; as the bringer by the operation must lose a trifle, which the artist gains; the small quantity of metal that adheres to the crucible, being his profit.

Weights and Measures.—The weights are the moo, tual, vis, and candy, and are thus divided:—

100 Moos...............	equal to...............	1 Tual.
100 Tuals...............	"	1 Vis.
150 Vis..................	"	1 Candy.

The vis is considered equal to 3 lbs. 5 oz. 5.33 drs., and the candy to 500 lbs. avoirdupois.

Rice is sold by a measure called tayndaung, or basket; the weight is 16 vis, about 53¼ lbs.: it is said to be 56 lbs.

The measures of length are the paulgaut, or inch, 18 of which compose the taim, or cubit. The saundaung, or royal cubit, is equal to 22 inches, but varies according to the will of the King.

The dha, or bamboo, consists of 7 royal cubits; 1000 dhas make 1 dain, or Burman league, equal to 2 English miles, and 2 furlongs; the league is also subdivided into tenths.

ARTICLES PROCURABLE AT RANGOON, WITH DIRECTIONS.

Earth Oil, or Petroleum, (*Mitti-tel*, Hind., *Neft*, Arab.), a name given to a liquid bituminous substance, which flows between stones or rocks, and different places in the earth. This oil differs in lightness, smell, consistence, and inflammability, in its several specimens. Authors have distinguished many varieties: the principal are naphtha, petroleum, and mineral pitch.

Naphtha is the thinnest of the liquid bitumens, perfectly fluid, colourless, of a strong smell, not highly fragrant, extremely subtile, so light as to swim on water, spreading to a large surface, and highly inflammable. By the slightest contact of a burning body it takes fire, and burns with a copious blueish yellow flame, a penetrating odour, and much smoke.

Petroleum, properly so called, is in consistence next to naphtha, but grosser and thicker; of a reddish or brown colour, but so light as to swim

in spirits of wine; it is inflammable, of a bitter taste, and its smell strong and penetrating.

ASPHALTUM, or mineral pitch, is already described in page 71.

In the neighbourhood of Rangoon are many petroleum wells.

EMERALDS are to be met with at Pegu. They are of a shining, transparent, dark grass green colour, generally of a round or oval form, seldom as large as a hazel-nut. It is rare to find the colour pure, and of good strength; hence such specimens are highly valued. In the choice of emeralds great care should be taken to avoid all fouls, or spots within, to which they are very subject, and which materially depreciate them.

GARNETS are met with at Pegu, and other parts of the East Indies; they are of various sizes, from an inch in diameter to the size of a pin's head, and in roundish or oblong pieces, apparently polished. They should be chosen as large as possible, free from specks, flaws, and other impurities, and the colour of the juice of a ripe mulberry. The drill holes should be small, and not broken or flawed round. They are occasionally imported in large rough pieces, undrilled.

RUBIES are produced in Pegu, and occasionally some very excellent ones may be procured; they are of four kinds, *viz.* ruby, spinelle ruby, balass ruby, and rubycelle.

The ruby is a transparent gem, of a beautiful reddish colour, not like that of vermilion, but of blood, or cochineal. They are generally found very small, about the size of a large pin's head, of a roundish or oval form, but are met with of one and two carats, and sometimes much larger. They should be chosen of a lively fine colour; the deeper the red, the larger the stone, and the clearer it is, without flaws or veins, the more it is esteemed. The pale and veiny stones should be rejected.

The spinelle ruby is nearly of the same colour as the true ruby, but has not its beauty and splendour.

The balass ruby is more of the colour of crimson, and when well polished, is a handsome stone.

The rubycelle is red, with a cast of yellow in it, and is the least valuable of the kind.

According to Dutens, a perfect ruby, if it weighs more than three carats and a half, is of greater value than a diamond of the same weight, such stones being remarkably scarce: a stone of one carat, and perfect, he estimates to be worth ten guineas; two carats forty guineas, and three carats one hundred and fifty guineas.

MARTABAN.—This town is situated on the N. side of a river, in lat. 16° 28′ N., about 20 leagues to the E. of Rangoon river. A large island,

called Buga, fronts the entrance of the river, the proper channel into which is to the E. of the island, between it and the main land, having a bar at the entrance; the distance from which to the town of Martaban is about seven leagues.

Martaban was formerly a place of considerable trade, and once the capital of an independent kingdom; but it was taken by the King of Ava, who reduced the place to ashes, and sunk large vessels with stones at the mouth of the port, so that at present only small ships can enter. It still retains its potteries, and manufactures large jars, some of which will contain two hogsheads.

TAVAY.—Tavay Point, on which stands a pagoda, is in lat. 13° 33′ N., and long. 98° 6′ E., and forms the W. side of the entrance of Tavay river. The river runs in a N. direction, and about eight leagues up are the fort and town of Tavay, seldom visited by Europeans. Inside the Point there is good anchorage for large ships; it is convenient for wooding and watering. Water is procured at a small brook, a short distance to the N. of the Point.

MERGUI is situated on the principal branch of the Tenasserim River, in lat. about 12° 12′ N. and long. 98° 24′ E. Large ships anchor in the roads, with a small island called Mandramacan, which forms the S. W. side of the river's entrance, bearing S. distant 3 or 4 miles. The town of Mergui is about six miles up the river; vessels of moderate size, by taking pilots, can go over the bar into the river, and anchor opposite the town, in 5 fathoms water.

Trade.—It is frequented to procure provisions and refreshments. There are many Mahometan merchants, and natives of India, who carry on the remaining trade of the place, which under a better government would be much increased. The articles principally in demand, and which are imported from several parts of India, are iron, Madras piece-goods, salt, tobacco, &c. Their principal exports are tin, elephants' teeth, and rice. Chintz, and other fine painted goods, will, if the market be not overstocked, find immediate vent. There is abundance of fine timber, and many carpenters here.

Provisions and Refreshments.—The oxen here are good, but, from religious motives, are difficult to be procured. Other articles are plentiful and cheap. Fish are very fine, abundant, and cheap. Fire-wood and water are easily procured.

Coins.—The principal is the tical, worth about half a Spanish dollar.

Weight.—The China pecul is mostly used.

TENASSERIM is situated about 30 miles up the river, on the S. side, and is a place of considerable trade. The whole of this coast from Martaban formed a part of the dominions of the King of Siam; but after conti-

nued wars between that nation and the Burmans, the latter power obtained possession of the coast of Tenasserim, with the two important ports of Mergui and Tavay; acquisitions of great moment, when considered either in a political or commercial light.

The narrow part of the continent, which separates the Bay of Bengal from the Gulph of Siam, is sometimes called the Isthmus of Kraw. The whole extent of coast, from Tavay to Junkceylon, is generally called the Coast of Tenasserim, having several bays and harbours, seldom visited by Europeans.

JUNKCEYLON, OR JAN-SYLAN.—This island is divided from the continent by a narrow isthmus of sand, about a mile in length, and half a mile in breadth, and is covered at high water; it shuts up, on the N. part, an excellent harbour, called Popra, where a vessel drawing 20 feet water may get in, on the springs, over a mud bar. The island extends from lat. 8° 9′ to 7° 46′ N., and is about 24 miles long, and 10 broad. A high mountain on its S. part is in long. 98° 20′ E.

The place where ships generally anchor, is in a good road, well sheltered behind a small island, joined to the main at low water, in lat. 8° 10′ N. On the main, opposite to this island, is a creek, that leads to a village called Terowa, consisting of about 80 houses, built of timber, and covered with palm-leaves. Here resides the Viceroy, or Governor, from the Court of Ava. On the S. W. side of the island is another good harbour, where vessels occasionally stop.

TRADE.—A considerable trade used formerly to be carried on here; but in consequence of orders from the Burman Government, the use of opium is forbidden to the natives, and a heavy duty laid on the exportation of tin. The trade has much declined. It is occasionally visited by country ships, which bring the following articles:—Coarse cutlery, China ware, iron in bars, looking-glasses, opium, piece-goods, steel in faggots, tobacco, and woollens.

The Malay and Buggess proas, previous to the establishments at Pinang and Singapore, used to exchange their produce here, which consisted of Buggess cambays, Java painted cloths and handkerchiefs, China gongs, brass utensils, the blue and white coarse cloths, called kangan, &c. with the country vessels for opium, giving in exchange the tin they procured here for their own imports.

The principal export is tin, of which article upwards of 800 tons have been in some years exported; a few elephants' teeth are occasionally to be met with. The tin ore is here pounded in wooden mortars. Before it is

reduced to powder, it is roasted in pits, and a quantity of pure tin is obtained by this first process.

Provisions and Refreshments.—Bullocks and buffaloes, wild hogs, and deer are to be had; also common poultry, but not in abundance. Rice and various vegetables, with several kinds of tropical fruits, are to be procured. The water is good, and got with little difficulty.

Coins and Weights.—All kinds of Indian coins pass current here; but the preference is given to Spanish dollars. They have not the small cash in circulation, as at Acheen and other places. They have certain pieces of tin, shaped like the under half of a cone, called poot, which are used on the island as money, weighing about three pounds: these are also their weights:—

3 Punchors.........	equal to	.........1 Poot.	
4 Poots	"	.........1 Vis.	
10 Vis.......	"	.........1 Capin.	lbs. oz. dr.
8 Capins............	"	.........1 Bahar =	485 . 5 . 5⅓ avoir.

which is equal to 6½ Bengal factory maunds. The China pecul is in use here, by which tin is generally sold; the price varying from 12 to 16 Spanish dollars per pecul.

ANDAMAN ISLANDS.—This group comprehends the Great and Little Andaman, and the small islands in the vicinity; they are situated on the E. side of the Bay of Bengal, about three degrees from the Coast of Tenasserim.

GREAT ANDAMAN is about 43 leagues long from N. to S., and its breadth varies from 6 to 10 leagues. About 5 leagues from the N. extreme of the island, on the E. side, is Port Cornwallis, in lat. 13° 20′ N. and long. 92° 51′ E., a very good bay and harbour, so named from Admiral Cornwallis, who was anxious to make it a naval station. The dwellings of the natives are the most wretched hovels imaginable; three or four posts stuck in the ground, and fastened together at the top in the form of a cone, over which a kind of thatch is formed with the branches and leaves of trees. The people are ferocious, crafty, and revengeful, and the least civilized of any perhaps in the world.

These islands are covered with wood, fit for building and many other purposes; the most common are the poon, dammer, ebony, soondry, and bindy: many of them afford timbers and planks fit for the construction of ships, and others might answer for masts. A tree grows here to an enormous size, one having been found to measure 30 feet in circumference, producing a very rich dye, which might be of use in manufacture.

Provisions.—Port Cornwallis abounds in a great variety of fish—mullets, soles, pomfrets, rock fish, skait, gurnets, sable, cockup, seer fish, snappers, &c. likewise prawns, shrimps, and cray-fish.

LITTLE ANDAMAN is about 30 miles to the S. of the former; 28 miles long, and 17 broad, but does not afford any harbour, though tolerable anchorage may be had near its coast; it is therefore never frequented.

The wild appearance of these islands, and the well-known disposition of the natives, have deterred navigators from visiting them; and they have justly dreaded a shipwreck on them, more than foundering on the ocean: for though it is known that many vessels have been wrecked upon their coasts, an instance does not occur of any of the crews being saved, or a single person returning to give an account of such a disaster.

NICOBAR ISLANDS.—This cluster of islands extends N. N. W. to S. S. E. near 60 leagues, and contains seven principal islands, with eleven or twelve smaller ones. The northernmost bears from the Little Andaman S. 27° E. 29 leagues, and is called

CAR NICOBAR.—It is about six miles long, and five broad, its centre in lat. 9° 10′ N. long. 92° 56′ E., very low and level, and appears at a distance as if entirely covered with trees; the island has good soundings every where, free from danger. It is very populous, and the inhabitants are a quiet, honest, and inoffensive people; their houses are generally built upon the beach, in villages of 15 or 20 each, and each house contains a family of 20 persons or upwards. These habitations are raised upon wooden pillars, about 10 feet from the ground: they are round, and having no windows, look like bee-hives covered with thatch: the entry is by a trap-door below, where the family mount by a ladder, which is drawn up at night. The timber on the island is of many sorts, in great plenty, and some of it remarkably large, affording excellent materials for building or repairing ships.

Trade.—The coco-nuts produced on these islands are reckoned the finest in this part of India. Most of the country ships bound to Pegu from either of the coasts of India, stop here, in order to procure a cargo of coco-nuts, in exchange for which they take the following articles, *viz.*

Cloth of different colours, hatchets, and hanger blades, which they use to cut the nuts down with: tobacco and arrack are acceptable, but expected as presents. The natives have no money of their own, nor allow any value to those of other countries, further than as ornaments; however, they are good judges of gold and silver, and it is no easy matter to impose baser metals on them as such. They purchase a much larger quantity of cloth than is consumed upon their own island, which

is intended for Chowry, a small island to the S. of theirs, to which a large fleet of their boats sails every year, about the month of November, to exchange cloth for cowries. The village is on the N. E. side of Chowry, abreast of which you may anchor in 20 fathoms, sandy ground.

Provisions and Refreshments.—This island, being very fertile, produces abundance of fruits—oranges, lemons, citrons, bananas, and pine-apples; the only animals are hogs, which are plentiful, remarkably fat, being fed on coco-nuts; they have likewise fowls, pigeons, several kinds of wild fowls, excellent yams, and sweet potatoes.

To the S. of Car Nicobar are three small islands—Terressa, Bembocka, and Katchull, seldom visited by Europeans. About five miles to the E. of Katchull is

NONCOWRY HARBOUR, in lat. 8° N. long. 93° 41′ E., one of the best harbours in the East Indies, formed by the islands of Carmorta and Noncowry; it is of very easy access, and will hold 40 sail of large ships, in the greatest security, sheltered from all winds, about half a mile from the shore, with the additional advantage of two entrances, that may serve for going in and out in both monsoons.

CARMORTA.—This island, to the N. of the harbour, is about 16 miles long, and in no place above 5 wide; the principal port is on the W. side of it, at the foot of a high mountain; the island is almost covered with trees, among which are three or four sorts of poon, very fit for masts, and for building. Sugar-canes grow here without cultivation; and it produces the finest yams in India, besides several excellent kinds of fruits. Water is got in wells; but in the dry season it is rather scarce, owing to the small number of wells sunk by the natives.

NONCOWRY, which gives its name to the harbour, is about four miles long on each side, being of a triangular form, and separated from Carmorta by a narrow channel; it affords the same fruits as Carmorta, but is more covered with wood.

The Sombreiro Channel, bounded on the N. side by the islands Katchull and Noncowry, and by Meroe on the S. side, is very safe, and about seven leagues wide. In August 1820, the Prince Regent Indiaman sailed through the passage between Meroe and the small island called Track, and had no soundings with 30 fathoms line.

Trade.—At the commencement of the N. E. monsoon, the natives sail in large canoes to Car Nicobar to trade; and for cloth, iron, tobacco, and some other articles, which they obtain from Europeans, they give in exchange the produce of their own island, consisting of coco-

nuts, oil, canoes, birds'-nests, tortoise-shell, ambergris, &c. With respect to the latter article, which is sometimes met with here, the natives have learned a mode of adulterating it; therefore it is seldom genuine. Birds'-nests are found among the rocks, and a great variety of beautiful shells met with on the shore. Money being of no use here, the country ships purchase coco-nuts, four for a leaf of tobacco, and 100 for a yard of blue calico, and a bottle of coco-nut oil for four leaves of tobacco.

Provisions and Refreshments.—Hogs, fowls, and fruit are plentiful; the sea abounds with excellent fish, and the islands are much frequented by turtle. Water is procured from wells at Carmorta, and firewood may be got with the greatest ease on any of the islands.

The Great and Little Sambelong are but little known; they are, however, said to be very populous. All the islands, except the Quoin, and some of the smaller ones, are inhabited.

SECTION XXIII.

MALAY PENINSULA AND SINGAPORE.

THE coast between Junkceylon and Queda is fronted by numerous islands of various sizes; and inside most of the groups, and between them, are passages for small vessels, but large ships generally sail outside. The country of Queda extends from the River Trang, in lat. 7° 30′ N. to that of Carian in lat. 5° 10′ N.; its length is about 150 miles, and its breadth from 20 to 35 miles. From Trang to Purlis the coast is sheltered by many islands and sandbanks navigable for small vessels only; the entire country is exceedingly well watered, and fertile. Twenty-three rivers, all navigable for proas, and many of them for larger vessels, empty themselves into the sea; the principal is

PURLIS. This river is deep and narrow; at its entrance is a small sandy island, on which stands a fishing village. The bar of the river is very long, with

only 10 feet water upon it at spring tides; the town is situated 4 or 5 miles from this entrance, in a valley encompassed with steep hills. Pulo Ladda and several other islands lie to the W. of this port, about 5 leagues. The Great Ladda is inhabited by a race of Malays, who are in general great thieves, and commit frequent acts of piracy. There is exceeding good anchorage on the E. side of them, sufficient for the largest fleet, with a plentiful supply of wood and water at hand. On the S. W. side is a harbour, where the French refitted and masted, after an engagement with Commodore Barnet in 1745.

QUEDA, the principal seaport, called Qualla Batrang, is in latitude 6° 6′ N. The river is navigable for vessels of 300 tons, but its entrance is choked up by a mud bank, 2½ miles in length, with about 12 feet water in spring tides. Large ships anchor about 4 miles off, in 5 or 6 fathoms, the entrance of the river bearing E. N. E. and a mountain called the Elephant N. E. The river is about 300 yards wide; both shores are muddy, and have swampy plains covered with jungle. Seven miles up the river is Allestar; all vessels that pass the bar, can go to Allestar: the river is narrow, but deep. About two years ago, the Rajahor King of Queda, was dispossessed of his territory by the Siamese, during their war with the Burmans. The inhabitants have emigrated in considerable numbers to Pinang.

Queda contains about 300 houses, inhabited by Chinese, Chulias, and Malays. It was formerly a place of considerable trade; but since the establishments at Pulo Pinang and Singapore, the Malay proas have carried the greater part of their trade thither, for the European and country ships bound to China.

Trade.—Opium and Spanish dollars form the principal part of the cargoes of the country ships. For the latter you are certain of procuring goods, if any are to be had; and frequently a few chests of opium will bring a good price. The Chinese junks import coarse China-ware in considerable quantities, thin irons, pans, gongs, white and blue cloths, and other articles suitable to the Malay market.

The chief produce of Queda is tin, which is brought from a distant part of the interior by water; but beech de mer, bees' wax, birds'-nests, cautch, dammer, fish-maws, rice, rattans, and sharks'-fins, are to be procured in their way to China. These compose the return cargo of the Chinese junks, and of the few country ships which visit this place.

Duties.—Before the troubles here, the duties were 2½ per cent. only, and few impositions were met with. Presents are necessary.

Provisions and Refreshments.—Bullocks, with poultry of various kinds, fruits, and vegetables, are in abundance. Very good water is procured from the river at an inconsiderable expence

Coins and Weights.—Spanish dollars are the principal coin. All goods are weighed by the China dotchin, or wooden steelyards; but English scales and weights are in common use. The bahar is 424 lbs. avoirdupois.

QUALLA MOORBA, about 18 miles to the S. of Queda, is a large river, deep and rapid; the water here is always fresh to the sea; the heavy surge, which breaks upon this shore during the S. W. monsoon, has, by opposing the current from the river, formed a dangerous sandbank, extending 3 miles out to sea, and on which there is only one fathom water. This river is, however, convenient, on account of its situation in respect to the tin mines. The annual produce here is about 1000 peculs; this small quantity is not, however, owing to the scarcity of ore, but to the want of hands, and to the few people employed being badly paid.

PRY RIVER is abreast the N. point of Pulo Pinang; it has a mud bar, with 12 or 13 feet water on it in spring tides. The town is at the entrance of the river.

PULO TEECOOS, a rocky islet, off the N. E. point of Pulo Pinang.

In Pulo Teecoos Bay, a settlement has recently been formed, and an emporium established, which seems already to have attracted a considerable trade in Malay productions.

PRINCE OF WALES'S ISLAND.—This island, called by the Malays Pulo Pinang, extends from latitude 5° 16′ to 5° 30′ N.; it is of an irregular four-sided figure, the N. side being the longest, and the S. the shortest; it is near 5 leagues in length, and 7 or 8 miles in breadth. The N. W. end of the island is high uneven land; and excepting the S. part, and the E. side, where the town is built, and where there is a considerable tract of low land cultivated contiguous to the sea, the rest of the island is all high, and covered with trees. About 5 miles W. from the fort stands a mountain, 2170 feet high, on which signals are displayed for ships approaching the island.

Prince of Wales's Island is separated from the Malay Peninsula by a narrow strait about two miles broad, which forms the harbour, and affords excellent anchorage for the largest ships: there is also an inner harbour, where ships may receive every kind of repair that can be performed without going into dock. The S. channel may be entered by ships drawing under 18 feet water; pilots having been lately stationed at Pulo Jarajah, who come out on the proper signal, and carry the ships into the harbour.

Port Cornwallis is built on the N.E. point of the island, and is in latitude 5° 24′ N., and longitude 100° 21′ E.; it was originally badly constructed, and large sums have been spent upon it without completing it. The sea has

of late years made encroachments on the N. face of the fort, and along the esplanade, and for upwards of a mile in that direction.

The town, called George Town by the English, and Panjang Panaique by the Malays, is of considerable extent; bounded on the N. and E. by the sea, on the S. by a small river, and on the W. by the high road. The streets, which cross each other at right angles, are spacious and airy; the principal ones are now properly raised and drained, and the town has in consequence improved much in appearance and cleanliness. There is a large pier for landing and shipping goods, to which fresh water is conducted by pipes.

Since the island has become the seat of Government, considerable alterations have taken place in every department. A Government house, a church, a jail, and several substantial bridges have been built; the fortifications have been improved and strengthened, and the public roads repaired and widened. The inhabitants have greatly increased; by the census in June 1822, the numbers of all nations amounted to 45,127, including 400 Europeans.

Pulo Pinang was originally granted to the East India Company by the King of Queda, at the request of Captain Francis Light, of the Country service, who had married his daughter. The Bengal Government, seeing the island so peculiarly adapted as a mercantile station for vessels from all the Malay ports, the Moluccas, Borneo, Celebes, and the Phillipine Islands, did not hesitate to accept the King of Queda's grant; conceiving that, by an establishment properly secured, the Bengal trade with that of China would be connected, and from the conduct of the Dutch, it became necessary to have a port where the Country ships might meet the Eastern merchants, as well for the promotion of that valuable commerce, as to afford a windward station of refreshment and repair to the King's, the Company's, and the country ships. In 1805, the Court of Directors, in consideration of the convenient position of the island, formed it into a regular government.

Trade.—Pinang has few productions of its own to export, besides areca and pepper; of the latter a large quantity is grown; but it is a mart for the commodities of China and the Eastern islands. The European articles imported comprehend a vast variety calculated for the Malay, Chinese, and Eastern markets. Large quantities of woollens, metals, &c. have been sent out by the Company since it became a separate Government. Considerable supplies of Bengal and Madras piece-goods are imported for the Malay trade. Opium is likewise an important article of import at Pinang; besides the quantity exported, 28 chests are annually consumed by

the Malay and Chinese inhabitants, yielding a revenue of nearly 4000 dollars monthly, from the farm of the monopoly. The drug is submitted to a simple operation, by which a first and second sort of extract is made, called chaudoo, previous to its being retailed. It is calculated that the consumer pays between 24 and 25,000 per cent. above the prime cost.

The Malay proas from the various ports on Sumatra, on the Malay Peninsula, and from the islands to the E. as far as New Guinea, import the following commodities:—Arrack of Java, beech de mer, betel-nut, benjamin, brimstone, birds'-nests, blackwood, birds of paradise, bezoar stones, cutch, cloves, ditto oil, canes, camphire, clove bark, cajeputa oil, dammer, diamonds, dragon's blood, elephants' teeth, gutta gambir, gold-dust, mace, ditto oil, nutmegs, ditto oil, precious stones, pearls, pepper, rice, rattans, ditto ground, redwood, spars, sago, stick-lac, tin, timber, tortoise-shell, and wax.

From China are brought the following articles for the Malays, and the use of the Europeans and Chinese:—China-ware, China camphire, copper-ware, China-root, fireworks, iron utensils, lackered ware, nankeens, sugar, sweetmeats, silk piece-goods, tea, tutenague, umbrellas, and wearing apparel.

Duties.—*On Imports.* Woollens, including manufactures of wool or worsted thread or yarn, unmanufactured metals, canvas, cordage, and marine stores, in British ships; also grain, bullion, and precious stones, are free of duty. All other articles of British produce, in British ships, pay 2½ per cent. on the invoice. All articles of foreign produce, and Madeira wine, in British ships, 5 per cent. on invoice:—these articles imported into a port in British India, and shipped from thence to Pinang, are not subject to duty *de novo*, if accompanied with a certificate that the duty has been paid; or if a drawback has been received, the difference only will be levied. The aforegoing articles in foreign European or American ships, pay 8 per cent. on invoice. Articles the produce of China, in ships under British colours, 3 per cent. on invoice; under foreign European colours, 6 per cent. Goods imported under British colours, from places W. of the River Aracan, not having previously paid duty at a British port, 4 per cent. on invoice. Goods the produce of British possessions to the E. of Pinang, in British vessels, not having paid duty on export hither, 3 per cent. on invoice. Pepper, nutmegs, cloves, and mace, 2½ per cent. on the current price, to be paid by the purchaser. Salt, 5 dollars per coyang. Oil, ghee, lard, and tobacco, 5 per cent. on the invoice. All merchandise imported in foreign European or American vessels, to pay double the duty, except as before provided for.

Export Duties.—Marine stores, provisions, and cabin stores for the

use of vessels belonging to this port; pepper, nutmegs, mace, cloves, piece-goods, and cotton-wool, exported on square-rigged vessels, under British colours, are free of duty; on foreign vessels, 2½ per cent. on current price; all other goods pay 2½ per cent. on the current price, on British vessels; on foreign vessels, 5 per cent. Goods not free of duty, transshipped in the harbour from British vessels, to be charged 2½ per cent. on the invoice price, except Malay articles, which are charged at current prices. Transshipments into foreign vessels, double duty.

The arrack farmer has likewise the right of levying a duty of 1 rupee on every gallon of spirits, and 3 rupees for every dozen of wine, beer, and brandy, imported and sold, in addition to the Customs.

By a Government notification, the duties on the export of oil, ghee, hogs' lard, salt, and tobacco; and on goods the produce of Great Britain, Foreign Europe, America, China, and British India, as well as the duty on timber and planks from Ava, were suspended from August 1, 1823.

Regulations.—A manifest must be delivered within 24 hours after arrival: goods attempted to be landed will be charged with double duties, and if with intent to defraud the Customs, will be confiscated. When remission of duty is claimed for damaged goods, they must be sold, and the duties levied on the proceeds. A port-clearance is not furnished until a certificate is obtained from the Collector.

Anchorage Rates.—The following rates are payable to the Master-Attendant, on Foreign and British vessels:—

For Vessels drawing under 10 feet,		6 Spanish dollars
– – – – from	10 to 12....	8 ditto
– – – –	12 to 13...	10 ditto
– – – –	14 to 15 ..	13 ditto
– – – –	15 to 16...	15 ditto
– – – –	17 to 18...	20 ditto
For Vessels drawing	19 feet,	22 Spanish dollars
– – – –	20	26 ditto
– – – –	21	28 ditto
– – – –	22	31 ditto
– – – –	23	33 ditto
– – – –	24	35 ditto

Pilotage.—The rates in the S. channel are ½ a Spanish dollar per foot.

Port-Clearance is 2 Spanish dollars.

Coins.—Accounts are kept by the Company in Spanish dollars, copangs, and pice; 10 pice making 1 copang, and 10 copangs 1 Spanish dollar.

The merchants keep their accounts in Spanish dollars and cents. The current pice are coined on the island, being pieces of tin, nearly the size of an English penny; they have the Company's mark on one side, and are plain on the other: 100 of them ought to contain 4¾ catties of pure tin.

On the exchange of dollars into pice there is a loss of 2 per cent.; on dollars without the head, 10 per cent.; and on dollars defaced, from 5 to 10 per cent.

In exchanges of the following money,

A Spanish dollar passes for...	2 Sonaut rupees, 3 annas.
10 Star pagodas	15 to 16 Spanish dollars.
£1 Sterling	4 Ditto.
218$\frac{3}{4}$ Sonaut Rupees............	100 Ditto.
209$\frac{1}{2}$ Sicca ditto....................	100 Ditto.
220$\frac{3}{4}$ Bombay ditto	100 Ditto.
425 Current ditto	100 Star pagodas, or 350 Madras rupees.

Weights.—Gold and silver are weighed by the buncal, equal to 832 grs., which is divided into 16 meams, and 192 sagas. A catty is 20 buncals, and weighs 34 oz. 13 dwts. 8 grs.

The great weights are the following:—

16 Tales.........	equal to	.........1 Catty.
100 Catties	"	.........1 Pecul.
40 Peculs	"	.........1 Coyang.

There are two peculs in the bazar, one of which, used to weigh tin and pepper, is 142$\frac{2}{3}$ lbs., and three of these make a bahar. The Chinese bazar pecul is 133$\frac{1}{3}$ lbs. The merchants purchase by the former, and sell by the latter.

Measures.—Grain, oil, and liquids are sold by the ganton, equal to 1$\frac{1}{4}$ gallon English :—

4 Choopahs.........	equal to	.........1 Ganton.
10 Gantons	"	.........1 Parah.
800 Ditto	"	.........1 Coyang, = 217,320 cub. in.

The parah, though nominally 10 gantons, is sometimes 5, 15, and 20.

Cloth is measured by the astah, of 18 inches English.

Land is measured by the orlong, equal to 80 English yards, divided into 20 jambas, 40 depas, and 160 astahs.

Provisions and Refreshments.—Bullocks are to be had for the ship's crew at reasonable prices. Poultry and vegetables are in abundance, and cheap. Sheep are imported from Bengal, and are consequently dear. Goats are procured from the Peninsula and Sumatra, and when of a proper age, the meat is good. There are also various kinds of tropical fruits; and the harbour abounds with fish of an excellent quality.

Ships were formerly supplied with water from the river, which is about a mile to the S. of the town; but it was attended with considerable delay, and in consequence, to obviate which, the water has been brought in pipes

to the pier-head, where boats may have their casks filled with a hose from the cocks on the wharf, at the expence of a Spanish dollar per butt.

ARTICLES PROCURABLE AT PRINCE OF WALES'S ISLAND,

Brought by Coasting Vessels, and chiefly calculated for the China Market.

Agal Agal, a species of sea-weed, dissoluble into a glutinous substance like congee; its principal use is for gumming silks and paper, as nothing equals it for paste, and it is not liable to be eaten by insects. The Chinese make a beautiful kind of lanthorn, formed of netted thread, washed over with this gum, and which is extremely light and transparent.

Argus Feathers.—The Sumatra or Argus Pheasant is a bird of uncommon magnificence, the plumage being perhaps the richest, without any mixture of gaudiness, of all the feathered race. It is about the size of a cock-turkey, and extremely difficult to be kept alive for any considerable time after it is caught; never more than a month. Of the wing-feathers, the nine outer ones are pale yellow brown, marked with small dusky spots, as big as tares, on the outer, and smaller spots of white on the inner webs; the eleven remaining quills are dark brown, marked with round and oblong spots on both webs, and on the outer, near the shaft, a row of large eyes, from 12 to 15 in number, the largest an inch in diameter, somewhat resembling those in a peacock's train. The tail consists of 14 feathers; the two middle are three feet in length, the next 18 inches, and gradually shortened to the outer ones, which are 12 inches only; the colour is dusky brown dotted with white, and the two middle have round white spots, encircled with black on the outer, and brown irregular ones surrounded with dusky on the inner web. The feathers used to be much esteemed in England, but at present are little regarded.

Balachang, called by the Burmans Ngapi, is a species of caviar, esteemed a great delicacy by the Malays, and forms an article of trade amongst them, and to some parts of India. To Europeans it is very offensive, particularly the black kind, which is the most common. The best sort, or the red balachang, is made of the spawn of shrimps, or of the shrimps themselves; they are, after boiling, exposed to the sun to dry, then pounded in a mortar with salt, moistened with a little water, and formed into cakes, which is the whole process. The black sort, used by the lower class, is made of small fish prepared in the same manner.

Bean of St. Ignatius.—The article so called is the small solid seed

of a fruit of the gourd kind, produced by a tree now called *Ignatia amara* (*Mananoog* and *Cantara*, Malay,) growing in some of the Eastern islands. The figure of this seed is irregular; it is nearly the size of a small nutmeg, with a musky scent when fresh, and a taste somewhat bitter. Its external colour is grey, but it inclines to black when stripped of the thin skin which invests it; the inside resembles a dark coloured jelly, but it is of as hard a consistence as horn, so that it is difficult to cut or break it. If grated (which is the easiest way of using it), it appears white in those places touched by the points of the grater, which deceives those who see it of that colour; it must be cut through the middle with a knife driven by a hammer or mallet, in order to view its natural colour.

Beech de Mer, (*Becho do Mar*,) Trepan, a marine slug (nearly allied to the genus *Onchidium*); it is an article of trade from the Eastern islands to China, where it is considered as highly nourishing, and used in soups, &c. It very much resembles the large garden-slug in appearance, but is considerably larger, some weighing half a pound each. It is of two kinds, the black and white; the black is what we commonly see, and is reputed the best; the white is larger, and one kind of it is said to be most esteemed in China. It should be chosen in large pieces, well dried, and care taken that the worm is not in it.

Benjamin, or Benzoin, (*Luban*, Hind. and Arab.) is the concrete resinous juice of the *Styrax Benzoë*, a tree growing on Sumatra, not to any considerable size, and of no value as timber. When the trees have attained the age of 7 years, and are 6 or 8 inches in diameter, incisions are made in the bark, from whence the gum exudes, which is carefully pared off. It is denominated head, belly, and foot.

Head, the purest, comes from the incisions during the first three years, and is white, inclining to yellow, soft and fragrant:—this is again divided into Europe and India head, of which the first is superior, and is the only sort adapted to the home market; the latter, with most of the inferior sorts, is exported to China, and various parts of India and Arabia, where it is burned as a perfume.

Belly comes from the incisions after the first three years, and is of a reddish yellow, inclining to brown, harder than the former, and less fragrant: at length when the tree, which will not bear a repetition of the process for more than ten or twelve years, is supposed to be worn out, they cut it down, to procure the

Foot, or third sort, which is obtained by splitting the tree in pieces, and scraping up the gum, which is dark coloured, hard, and mixed more or less with parings of the wood and other impurities. Benjamin is brought

down from the country for sale in large cakes, called tompongs, covered with mats; and these, as a staple commodity, are employed in dealings as a standard of value, to which the price of other things has reference, as in most parts of the world, to certain metals. In order to pack it in chests, it is necessary to soften the coarser parts with boiling water; for the finer, it is sufficient to expose it to the heat of the sun.

Benjamin, for the home market, should be chosen full of clear, light coloured, and white spots, having the appearance of white marble when broken; it is seldom to be met with in so pure a state, therefore the nearer it approaches to it, the better. If it is of a brownish colour, it should be clear and pure, and when broken, appear somewhat like rosin, and as free from dirt and other impurities as possible: it has very little taste, impressing on the palate only a slight sweetness; when rubbed or heated, it is extremely agreeable, and when set on fire, it diffuses a fragrant smell. Freight, 20 Cwt. to a ton.

Birds' Nests are much celebrated as a peculiar luxury of the table, especially amongst the Chinese; they are found in caves on the sea-coast of Sumatra, more particularly towards its S. extremity, on the Island of Java, and on many of the Eastern Islands. The bird which constructs them, resembles the swallow. The nests differ from each other in size, thickness, colour, and weight; their diameter is commonly three fingers in breadth at the top, and their perpendicular depth in the middle seldom exceeds an inch. The substance of these nests is white, inclining to red, somewhat transparent; their thickness is little more than that of a silver spoon, and their weight is from a quarter to half an ounce. They are very brittle, and have a shining gummy appearance internally, when broken, and are wrinkled, or slightly furrowed, on the surface. They are of three denominations, *viz.*

Head.—The cleanest and best are almost as white as writing paper, and as transparent as isinglass, having only a few downy feathers hanging about them. This is the kind which suits the China market, and is the only sort which should be taken. In purchasing them, be careful that they are perfectly dry; if so crisp as to break, the better, because they then weigh light; they are frequently damped to make them heavy, and are then tough and pliable. They are generally packed one with another, to the length of 12 or 15 inches, and secured with split rattans, to prevent their breaking. Always open the bundles before you weigh them, or you will have a good deal of dirt amongst them.

Belly.—These are of a darker colour, yellowish, but clear of dirt, and may with pains be made nearly equal to the head, by picking out the

feathers, washing the dirt off, and laying them in the dew at night; but if left for the sun to shine on, they grow yellower, and spoil.

Foot.—These are very dirty and dark-coloured, having many feathers in them; this sort should be rejected, as it is not saleable at China.

On the Island of Java alone about 20 peculs are annually procured, and sent to China; they are sometimes brought in small quantities to Europe as presents.

Black-wood is procured in various parts of India and the Eastern islands, but the best is from the Mauritius. It is in logs of various sizes, sometimes 12 inches in diameter; but those trees which are about 6 inches, and long and straight, are preferred. It should be chosen free from cracks, not worm-eaten or decayed, having the bark and white wood carefully cleaned off. There is a wood called milk-wood, (*Antafara*, Madag.) somewhat resembling it on the outside, which is sometimes imported instead of it. It is striped black and white, and of little use; whereas black-wood is in regular demand.

Cajeputa Oil, (*Cajuputu*, Malay.) or Kyaputty Oil. The tree which furnishes this oil is the *Melaleuca Leucadendron*, found in the Moluccas, and other islands in the Eastern seas. It is a medicine in great estimation amongst the Malays, and is obtained by distilling the leaves. The best is procured at the Island of Bouro; it is generally of a greenish colour, but sometimes nearly white and clear, very limpid, lighter than water, of a strong volatile smell, resembling camphire and cardamums mixed, and a strong pungent taste, like that of the latter. It is said that if a drop of genuine cajeput oil be rubbed on the temples, it will occasion a pungent pain in the eyes, with a discharge of tears. That which is dark-coloured, and not perfectly soluble in spirits of wine, should be rejected.

Camphire, (*Cafur*, Hind. *Curfura*, San.). Native Camphire, or Camphire Baroos, (from the place of its growth,) is a solid unctuous concrete, obtained from a tree found on the N. part of the Island of Sumatra. It grows without cultivation in the woods lying near the sea-coast, and is frequently found upwards of 15 feet in circumference, and high in proportion. The genus of the tree is imperfectly known; it is called by Gaertner, *Pyrobalanops*. For carpenters' work the wood is much esteemed, being easy to work, light, durable, not liable to be injured by insects, and retaining a pleasant and agreeable smell.

The camphire is found in the state in which we see it, in natural fissures of the wood, but does not exhibit any external appearance by which its existence can be previously ascertained; and the persons whose

employment it is to collect it, usually cut down a number of trees before they find one that contains a sufficient quantity to repay their labour; it is said that not a tenth part of the number felled produce either camphire or camphire oil, although the latter is less rare: this scarcity tends to enhance the price. The tree, when cut down, is divided transversely into several blocks, and these again are split with wedges into small pieces, from the interstices of which the camphire, if any there be, is extracted. It is distinguished into three sorts:—

Head.—This comes readily away in large flakes, almost transparent, somewhat like crystals of saltpetre, free from dust, dirt, or other impurities.

Belly consists of small flakes, mixed with that which is brownish, but transparent, somewhat resembling rosin coarsely powdered, with few sticks and straws in it.

Foot, resembling dark coloured rosin, is chiefly scraped from the wood, and often mixed with it, having a number of shining particles—the more of them, the better.

The mode of separating the camphire from its impurities is by washing; it is then passed through sieves or screens of different sizes, to make the assortment, so far as it depends upon the size of the grains; but much of the selection is also made by hand, and particular care is taken to distinguish, from the genuine kinds, that which is produced by an artificial concretion of the essential oil. The method usually observed in purchasing it, is to take four sieves and a catty of camphire out of each sort, in the following proportions:—

		Tales.	Mace.	
1st sort	capallo, or large head	2	2	
2d ditto	capallo cachell, or small head	3	5	
3d ditto	baddan, or belly	4	2	
4th ditto	cakee, or foot	6	1	
	Making in the whole ... Tales	16	0	equal to one catty.

The quantity annually brought down for sale on the W. side, does not exceed 50 peculs. The head should be chosen in thin white scales, about the breadth of a nail, which is mixed with two or three sizes smaller, the smallest much resembling sea-sand in grain and colour; the more of the first sort, the better. It should be of a strong, fragrant, and penetrating smell, of a bitterish aromatic taste, softening under the teeth, and accompanied with

a sense of coolness. It is proved by putting it in water; if good, it will swim on the surface; if adulterated, it will sink. Particular care should be taken in packing it, or it will evaporate, and lose much of its weight.

This kind of camphire is also produced on the Island of Borneo, of which about 30 peculs are annually exported; and is said to be held in greater estimation by the Chinese than that of Sumatra, the whole of which is sent to the China market; the camphire imported into England being the produce of China, and described hereafter.

Camphire Oil.—This valuable commodity is not manufactured, undergoes no preparation, and, though termed an oil, is rather a liquid and volatile resin, without any oleaginous quality. It is procured in the following manner.—The natives make a transverse incision in the tree to the depth of some inches, and then cut sloping downwards from above the notch, till they leave a flat horizontal superficies; this they hollow out till it holds about a quart: they then put into the hollow a piece of lighted reed, and let it remain for about ten minutes, which acting as a stimulus, draws the fluid to that part, and, in the space of the night, the liquor fills the receptacle. The natives of Sumatra consider this oil a valuable domestic medicine, and it is much used by them in strains, swellings, and inflammations.

Canes are of several kinds, and principally brought from the Straits of Malacca. The dragon's blood canes are of two sorts, male and female: the first is perfectly round, the other not so, having a projection, or seam, on one side; the male canes are preferred, and should be chosen round, taper, supple, and clouded, the more so the better, and of a dark brown or mahogany colour; the middle joint must be 36 inches long, and the top and bottom joints 8 or 10 inches more. Such as are light, and under 30 inches long, should be rejected.

Walking canes, called Jambees, are generally about 4 feet long, with joints, or knobs, about 6 to 9 inches apart; these are of little value.

The canes called Japan, or wanghees, are procured at China; they should be chosen pliable, tough, round, and taper, of a good colour, and well glazed, having the knots at regular distances; the light and worm-eaten should be rejected.

6,000 dragon's blood canes, 3,000 walking canes, or 6,000 wanghees, are allowed to a ton.

Clove Bark, called by the natives, *Coelit-lawang*, is the bark of a tree growing on Amboyna and the neighbouring islands. It is thin, of a greyish cast, and when upon the tree, smooth, but when dried, becomes rough and shrivelled; it is red within, and that taken from the bottom of the tree, has a strong clove smell and taste; but higher up, the smell is not

so strong, and the taste is more astringent. It is dried in the sun, and must be kept in an airy place. It is much more esteemed than the Missoy bark, though its flavour and smell sooner decay. A very excellent and penetrating oil is extracted from this bark, almost as fine as oil of cloves, and possessing the same qualities. The appearance of this bark differs with the country which produces it. In the Moluccas, it is browner than at Amboyna; the latter is also much thinner, harder, and of a more pleasant taste.

Copper (*Tamba*, Hind. *Tamra*, San.) is produced in Persia, Sumatra, and Japan. From the former place it used to be imported into Europe, and is at present an article of trade from the Gulph of Persia to the British settlements.

The copper from Sumatra is produced on and in the hills near Labuonajee. The ore produces half its weight in pure metal. It is formed into small pointed cakes; and from its state when purchased, requires much preparation and expence to render it fit for use, or perfectly malleable and ductile.

Japan copper is in small bars, about six inches long, flat on one side, and convex on the other, weighing four or five ounces each, and packed in cases, each containing a pecul. This copper contains more gold, and is finer than any other that is met with in any part of the world. British India is now supplied with a large quantity of copper from Chili.

Cossumba, a red dye much used among the Malays. Some kinds are manufactured amongst themselves, but the sort most esteemed is procured from Chinchew, in small round or oblong balls, about the size of a pea, without smell or taste, and which, when good, will throw out a beautiful red to the second or third water. That which is dull coloured, should be rejected.

Dammer is a kind of turpentine, or resin, which flows spontaneously from a species of pine, named by Dr. Roxburgh, *Shorea robusta*, growing on Sumatra and the Malay Peninsula. It is exported in large quantities to Bengal and other parts of India; and is so plentiful, that the natives gather it in lumps from the ground where it has fallen. It is hard, dark coloured, and brittle, and should be chosen as clear from impurities as possible. There is another kind which is soft and whitish, having the consistence and appearance of putty. Dammer is much esteemed in India for covering the bottoms of vessels, for which use, to give it firmness and duration, it ought to be mixed with some of the hard kind.

Ejoo, or gumatty, is a vegetable substance, so much resembling horse-hair, as scarcely to be distinguished from it. It envelopes the stem of a

species of palm (*Palma Indica venifera,*) growing on Sumatra and most of the Eastern islands. It is of all vegetable substances the least subject to decay, and is manufactured into cables; the small cordage of most of the Malay vessels is made of it. Ejoo is equally elastic with coir, but much more serviceable, and floats on the surface of the water.

Gold-Dust is found in many parts of the East Indies, more particularly in the Islands of Sumatra, Borneo, and Celebes. The size of the grains of gold is various; the greatest part of them are very small, some as large as the seed of an apple, and some much larger; but a piece of pure gold is very rarely found one ounce in weight. The appearance of the gold-dust, when gathered high up in the interior of the country, is rougher and larger than when near the coast; the grains are then more dispersed, of a smaller size, more worn, and smooth.

The gold in Sumatra is found mostly in the central parts of the island, it being seldom observed to the S. of Limun, a branch of the Jambee river, nor to the N. of Annalaboo. Padang, on the W. side of the island, is the principal mart for it. The metal brought down is of two sorts. The first is distinguished by the terms *amas supayang*, and *amas sungei-abu*, usually called rock-gold, consisting of pieces of rock, or quartz, more or less intermixed with veins of gold, generally of fine quality, running through it in all directions, and forming beautiful masses, which, being admired by Europeans, are sometimes sold at the same price as if solid metal. The mines yielding this sort are commonly situated at the foot of a mountain, and the shafts are driven horizontally to the extent of from 8 to 20 fathoms. The other sort, termed *amas lichin*, or smooth gold, is found in the state of smooth solid lumps, in shape like gravel, and of various sizes, sometimes weighing upwards of nine ounces. This form of gravel is the most common in which gold is discovered. Gold-dust, or *amas urei*, is collected either in the channels of brooks running over ground rich in the metal, in standing pools of water occasioned by heavy rains, or in a number of holes dug in a situation to which a small rapid stream can be directed.

A considerable part of the produce (perhaps one half) never comes into the hands of Europeans, but is conveyed to the E. side of the island. It is stated that there have been annually received, on public and private account, 12,000 ounces at Padang alone; at Annalaboo 2,000; at Natal 800; and at Moco Moco 600; making in the whole 15,400 ounces per annum.

Before the gold is weighed for sale, in order to cleanse it from impurities and heterogeneous mixtures, whether natural or fraudulent (such as filings of copper or of iron), a skilful person is employed, who, by the sharpness of his eye, and long practice, is able to effect this to a surprising

degree of nicety. The dust is spread out on a kind of wooden platter, and the base particles are touched out from the mass, and put aside one by one with an instrument, if such it may be termed, made of cotton cloth rolled up to a point. If the honesty of these gold-cleaners can be depended upon, their dexterity is almost infallible; and, as some check upon the former, it is usual to pour the contents of each parcel, when thus cleansed, into a vessel of aqua-fortis, which puts their accuracy to the test. The parcels, or bulses, in which the gold is packed up, are formed of the integument that covers the heart of the buffalo; this has the appearance of a bladder, but is both tougher and more pliable. In those parts of the country where the traffic in the article is considerable, it is generally employed as currency instead of coin. Every man carries small scales about him, and purchases are made with it so low as to the weight of a grain or two of paddy.

Borneo produces immense quantities of gold; it is procured at Sambass, Momparva, Pontiana, Borneo Town, and Banjar Massin. It is stated, from very good authority, that 200 peculs of gold-dust are annually procured by the Chinese, Dutch, and English, chiefly the former, from the places visited by their junks.

At Banjar Massin gold-dust is divided into head, belly, and foot. The head is also called Molucca gold; it is sometimes in grains as large as bay-salt, of a very irregular shape, free from any artificial alloy, and comes up in fineness to about 22 carats. The second sort, or belly, is in smaller grains, like sand or brass filings. The foot nearly resembles the belly to outward appearance, but is often found mixed with iron dust, or something much resembling it. The natives clear it by the help of a loadstone which attracts many of the particles; but it is never quite clean, therefore too much circumspection cannot be used in purchasing it. At Banjar Massin they esteem the highest coloured gold the best, provided it be without alloy, which it always is when in dust; the lighter coloured or inferior gold is called *amas mooda*, or young gold.

Gold-dust is sometimes adulterated with brass filings. To discover this fraud, pour a little aqua-fortis upon it, which will immediately receive from the base metal a blue tincture. There are several other modes by which this abuse may be discovered; if the gold-dust be spread thin upon a piece of paper, and moistened with any volatile alkaline spirit, as that of hartshorn, or sal ammoniac, the spirit will in a few minutes dissolve so much of the copper as to stain the paper blue; stale urine has a like effect in an inferior degree, and a solution of crude sal ammoniac applied in the same manner, produces a greenish stain. In some of the places where gold-dust is procured, it is not permitted to make these trials; in

that case it is usual to obtain the Rajah's stamp upon it, who takes care it is of good quality.

Gutta Gambir, (*Gambir* Hind.) or Gambia, is a juice extracted from the leaves of a plant nearly allied to the genus *Nauclea*, (*Cadamba*, San.) growing on Sumatra, and elsewhere, inspissated by decoction, strained, suffered to cool and harden, and then cut into cakes of different sizes, or formed into balls. The chief places of manufacture are Saik, Malacca, and Rhio on Bintang. It is used by the Malays with the leaves of betel, in the same manner as cutch in other parts of India: for this purpose the finest and whitest is selected; the red, being stronger tasted and rank, is exported to Batavia and China, for the purposes of tanning and dying. Gambir, when first tasted, impresses on the palate a strong sensation of bitterness and astringency, but it leaves a sweetish taste, which remains a long time. The finest and whitest kind is formed into little round cakes or lozenges. It is sold per laxa of 10,000, and one laxa weighs about 40 catties. This article is frequently adulterated with sago powder, but it may be detected by solution in water.

Kemo Shells (*Chama gigas*) are the shells of a very large species of cockle, commonly called Dutchman's cockle, common on the shores of many of the Eastern islands, and are sometimes upwards of 3 feet in diameter, and weighing from 2 to 4 Cwt. per pair. They are occasionally brought home as curiosities, and are much esteemed. They should be chosen of the largest size, the internal part perfectly white, and free from cracks and decay.

Lignum Aloes, (*Agallochum*), or calambac, is the wood of a tree growing in some parts of the Malay Peninsula, Cochin China, Siam, &c. It is described as resembling an olive; and the wood, being so much esteemed among the Asiatics, is carefully watched. The trunk is of three colours, and distinguished by different names in commerce, *viz.*

I. Eagle Wood is that immediately under the bark, and is black, compact, and heavy, somewhat resembling ebony, and called by the Portuguese *pao d'aquila*, or eagle wood; it sinks in water.

II. Is light and veiny, of a yellowish brown colour, somewhat like rotten wood, and when burnt, affords a pleasant smell, and does not sink in water. This is the kind commonly known in Europe; it is harder, drier, more like dust in the mouth, and weaker in all its qualities than the real calambac, or heart of the tree; the nearer it approaches to that, the better.

III. Calambac is the heart, or centre part of the tree, and is the wood so much esteemed in all parts of India. It should be chosen of a

shining yellow colour, and well veined externally, but more inclined to white within, and of a highly resinous quality; it should have an agreeable fragrant smell, and a bitter aromatic taste, and be of a sufficient softness to receive an impression from the teeth or nails. The true calambac is generally in flat bits; and its goodness is tried by putting a small piece into the fire; if it seems to melt like wax, and emits an agreeable fragrance while burning (which should continue till it is wholly consumed), the wood is considered of a good quality.

Missoy Bark is generally brought from the Aroo Islands and New Guinea; it is almost flat, of an obscure yellow colour, covered with a greyish outer bark, of a sweet smell and taste, mixed with the flavour of cinnamon.

Rattans (*Calamus Rotang*) are produced in Sumatra, the Malay Peninsula, and several of the Eastern islands, and great quantities are annually carried to China, which is the principal market for them. For cane-work, they should be chosen long, of a bright pale yellow colour, well glazed, and of a small size, not brittle, or subject to break. They are purchased by the bundle, which ought to contain 100 rattans, neatly tied in the middle, the ends bent together. In China they are sold by the pecul, which contains from 9 to 12 bundles: it is therefore necessary to examine the average weight of the bundles, as they are frequently considerably reduced in size. Such as are black or dark-coloured, that snap short, or the glazing of which flies off on their being bent, should be rejected. When used as dunnage, they are generally allowed to pass free of freight.—The ton is 6000 canes.

Rattans, Ground, should be chosen in long joints, at least 9 inches, tapered, heavy, and well-glazed. Those with the roots are most esteemed; but as such cannot be procured without paying an extra price, care should be taken to have them of sufficient length to make two, three, or four sticks, each 38 to 42 inches long. Such as are dark-coloured, short jointed, badly glazed, or decayed, should be rejected.

Sago, (*Sabudana*, Hind.) is the produce of several trees, chiefly a species of palm, (*Saguerus*) growing in the Moluccas and the neighbouring islands. The tree, when at maturity, is 30 or 40 feet high, and consists of nothing but a spongy and mealy substance, somewhat resembling the pith of an elder-tree, surrounded by a hard bark of about half an inch thick. When felled, the sago is loosened from the bark, and reduced to the appearance of saw-dust. The filaments are separated by washing; the meal is laid to dry, and afterwards made into cakes about 3 inches long, 2 broad, and half an inch thick; it is then baked till it becomes dry and hard, and forms the principal article of food in the Eastern islands. The finest part of the

meal is mixed with water, and the paste rubbed into little round grains, like small shot, and dried. This is the sago as imported into England, for which market it should be chosen of a reddish hue, and readily dissolving in hot water into a fine jelly. It should, previously to being shipped, be carefully sifted and cleaned, and if possible, only the middling sized grains be brought; the remainder might be readily disposed of to the Chinese, who trade very largely in the article, importing it in their own junks from the Eastern islands.—The ton for freight is 16 Cwt.

Tin, (*Ranga*, Hind. *Ranga* and *Trapu*, San.)—This metal is found in most parts of the Malay Peninsula, on Sumatra, Banca, and at places between 6° S. and 10° N. lat.: it is an article in which a considerable trade is carried on with China and various parts. The best tin is said to come from Banca, the mines on which island are stated to yield 1500 tons per annum. In China, Banca tin is preferred to Cornish. In 1813 a large quantity was brought to England from China, for want of sale. It is generally made into slabs or ingots of different sizes, from 20 to 60 lbs. each; in some parts of the Malay coast it is cast into the shape of birds, and fanciful forms, and is frequently in very small pieces. In purchasing tin, only the large slabs should be chosen; but if obliged to take the small, particular care is requisite both in receiving and delivering it from the ship, or the sailors will steal it, to sell for spirits. At many of the Malay ports, where tin is purchased, it is usual to run it over again in a Chinese *tatch*, as it is sometimes offered full of dirt.

Wax (*Mom*, Hind. and Pers. *Medhuch-hishta*, San.) is a commodity of great importance in the Eastern islands, from whence it is exported in considerable quantities to China, and other parts, in large oblong cakes. It is divided into head, belly, and foot. The head is of a bright yellow colour, free from dirt and impurities; the belly is darker coloured and veiny; and the foot is of an ash-colour, soft and foul. Wax should be chosen somewhat brittle, of a pleasant yellow colour, an agreeable smell and taste, not adhering to the teeth when chewed, and burning entirely away. That which is dark-coloured and foul should be rejected; and care should be taken that the inside of the cakes is equal to the outside. It is occasionally imported in small quantities from Bengal; but the heavy freight prevents its being profitable, otherwise Bengal could supply the wants of Great Britain.—20 Cwt. of wax are allowed to a ton.

Wood Oil.—This oil is produced on Sumatra, and is used for preserving timber from the white ants, and when boiled with dammer, for covering the bottoms of ships and boats. It is procured in the same manner as camphire oil.

PERA—From the S. W. end of Prince of Wales's Island, Pulo Dinding bears S. S. E., distant about 60 miles. This island and the Sambelongs lie at the entrance of Pera River, which is in lat. about 3° 50′ N. The ebb tide runs strong near the mouth of the river, where it narrows, especially after rain; it will admit of a vessel drawing 12 or 14 feet water, but the bar requires attention, being hard sand. There is but one dangerous shoal in the river. In other respects it is navigable with safety, having a continued muddy bottom up to the place where the Dutch had a factory. The town of Pera, where the King resides, is about 50 miles from the sea.

Trade is chiefly in tin, collected from the interior, which is profitably disposed of in the Chinese market.

Provisions and Refreshments.—Cattle and poultry are not so cheap here as at Queda. Oysters are to be had in quantities near the river's mouth, and great plenty of excellent fish. Good water may be procured at a watering-place near the ruins of the Dutch fort, on the E. side of Pulo Dinding.

SALANGORE.—The kingdom of Salangore extends from the river Bima in lat. 3° 35′ N. to Ginting River, E. of Tanjong Tuan, in lat. 2° 10′ N. There are several rivers navigable for vessels; the only one frequented by Europeans is Salangore river, in lat. 3° 20′ N. and long. 101° 18′ E. The town where the King resides, is situated a short distance up the river, to which small ships occasionally proceed. You are perfectly safe in this port while in the river, and it is the only one upon the Malay Coast, except Tringano, where you are free from apprehensions for your life and property. But lying in the roads, it will be necessary to be on the alert, and ready to repel any attack made by the straggling proas that are always about, and ready to take advantage of any inattention: you should not, therefore, suffer any proas to come near after dark. It never has been known that any accident happened in the river of Salangore by a ship being cut off, as the Rajah finds it his interest to establish a good name to the port. Coming into the river, steer for the look-out house, keeping it rather on the larboard bow, and the river's mouth fairly open. It is said that the Dutch have sunk large stones across the entrance of the river, which should be guarded against. The fishing-stakes may be run between, observing to keep clear of those to which nets are attached, as you may do the fishermen an injury, which they will not easily forget. You anchor off the Shabundar's house, which is on the right hand side of the river as you go in.

Directions.—Upon your arrival, your first visit is to the Shabundar, who will introduce you to the Rajah. The next day you bring your

musters on shore; and having made your bargain to sell, you will stipulate likewise for your returns. Should there be any Bugis proas in the river, avoid making any private bargains with them, as the King does not allow any to trade with them or the Chinese; he monopolizes all this trade, and if he finds it out, which he is certain of doing by his informers, he will ever after give a preference in trade to any body else than you.

TRADE.—By the country ships from India, and by proas from Pulo Pinang, are brought coarse cutlery, cotton, china-ware, copper goods, gunpowder, glass-ware, gold thread, iron in bars, lead, looking-glasses, opium, piece-goods, swivel guns, steel, tobacco, and woollens.

The Bugis proas import many articles of Eastern produce, taking in return Spanish dollars and the before-mentioned goods. The produce of the country, as well as what is brought from the neighbouring ports, is taken away by the country ships, or sent in their own proas to Pulo Pinang, and consists of beech de mer, betel-nut, cloves, camphire, cutch, canes, dragon's blood, dammer, elephants' teeth, gold-dust, nutmegs, pepper, rattans, sago, tortoiseshell, and tin. In the choice of tin the preference here should be given to the smaller pieces, as the slabs are frequently adulterated with dross, stones, and iron shot. If you take gold in return for your goods, it should be examined by a touchadar, and have the King's chop on it, to prevent adulteration.

DUTIES.—Two dollars per bahar, (that is about 2 in 30), is the amount of the Customs here, and the presents are many, though not so valuable as at Acheen; and you will find it much to your interest to be on good terms with the Shabundar and the weigh-master.

COINS AND WEIGHTS.—Spanish dollars are in general use, but imaginary dollars are dealt for here, which are computed by weight, in the following manner:—8 tompongs of tin, of 8 catties weight, are 1 Dollar; 30 dollars, or 240 catties, are 1 bahar, equal to 324 lbs. The Malacca Bahar of 300 catties is sometimes used for selling; it is therefore necessary in bargains to mention what bahar you agree for, and insist upon having your tin weighed by your own weights, as their dotchin is generally short of the weight you ought to receive.

Another Bahar here is 3 China Peculs, or 400 lbs. avoirdupois.

MALACCA.—This city, which gives its name to the straits formed by the Malay Peninsula and the Island of Sumatra, is situated at the head of a small bay, in latitude 2° 12′ N., and longitude 102° 15′ E., and has a very neat and beautiful appearance from the sea. The city is large; many of the houses are of stone and well built; and several of the streets are spacious and handsome. The fort is on the S. side of a small river,

over which is a bridge of several arches. The church stands upon a hill, and being always kept white, is conspicuous at a great distance.

Large ships anchor with the church bearing E. 27° N. in 10 fathoms, about 1½ mile from the town. Ships' boats may proceed into the river at about three-quarters flood. In going in, keep the fort well open to the starboard, till the river is open between the fort and the houses; then steer directly in for the river, that being the deepest channel; the landing-place is on the larboard side, as soon as you enter the river, about two stones' throw from the bridge. A lighthouse is now erected, 146 feet above the level of the sea.

By the recent treaty between the British and Netherlands Governments, Malacca is ceded to the former.

Duties.—The duties in all the Dutch Indian possessions were, by a proclamation of 1822, assimilated to those at Java; but the following exception was made as to Malacca:—

The import duties at Malacca shall henceforth, with the exception of that on opium, and all such articles as whereon, by the now existing tariff, a certain duty is fixed, be levied as follows:—

On goods imported with Dutch ships, one per cent.

On goods imported with foreign ships, two per cent., to be calculated on their value at the time of importation, while the exemption of duty with regard to Java and Madura shall likewise be applicable to Malacca, on native vessels considered in equality to the Dutch.

Likewise shall the exemption of duties, with regard to settlements distant from Java and Madura, in every respect be applicable to Malacca.

The export duty on goods, being the production either of the soil, or of the industry of the inhabitants of Malacca, shall for first, and in expectation of other arrangements thereabout, remain as they are at present.

The export duties on all other goods whereon import duty has been paid, or of which certificates will be shewn, are by these presents abolished.

The transfer of this place to the British will of course occasion an alteration in the duties upon its trade.

Trade.—The East India Company's ships, and the Country ships from India bound to China, used to call here for refreshments, and to purchase goods. The trade of Malacca has been fast decaying, and the city is represented to be almost deserted.

The gold-dust met with here is first examined by the officers of the Company, and then made up into small packets in Chinese paper, bound round with a thread, and impressed with Malay characters. Each packet contains a catty, and is worth from 460 to 500 dollars. The packets when

sold are never opened, but are taken on the seller's report; and no instance is known of any fraud ever having been practised on such occasions.

Provisions and Refreshments.—Sheep and bullocks are scarce here; but there are buffaloes, hogs, poultry, and fish in plenty. Here are the finest yams of any produced in India, and a great variety of fruits, amongst the rest mangosteens and pine-apples in abundance. Water is brought off in bulk, for which you pay one dollar a butt; but it is sometimes brackish.

Coins.—They have no particular coins of their own; some few Dutch schillings and stivers are to be seen; the rest are gold, as coupangs, ducats, &c.; but all contracts for goods, bought or sold, are made in Dutch dollars.

Accounts are kept in rix-dollars, schillings, stivers, and doits, which are thus divided:—

4 doits	make	1 stiver.
6 stivers	"	1 schilling.
8 schillings	"	1 rix-dollar.

All Indian coins are current here. The following are the rates at which they usually pass:—

Bombay rupee	5 schillings.	Japan cobang, stamped	80 schillings.
Madras rupee	4 ditto.	Ducatoon	13 ditto.
Spanish dollar	10 ditto.	English crown	10 ditto.

A dubbeltjee is 10 doits, and 3 are equal to a tangre or schilling. 10 tangres, or 68 stivers, equal to a Spanish dollar, exchange for 27 dubbeltjees, 2 doits. 1½ Spanish dollar, equal to a pagoda, exchanges for 40 dubbeltjees, 8 doits. 2 rupees, or 24 dubbeltjees, are equal to 1 Keesers daaldar.

Weights.—All goods are weighed here by the dotchin, for which 1 per cent. is paid to the Captain of the Chinese, who is dotchin-keeper.

Great Weights.			Gold Weights.		
16 tales	make	1 catty.	16 miams	make	1 buncal.
100 catties	"	1 pecul.	20 buncals	"	1 catty,
3 peculs	"	1 bahar.	equal to 29 oz. 17 dwts. 16 grs. troy.		

The pecul weighs 135 lbs. avoirdupois; but what is called the China pecul at Malacca, weighs only 125 lbs.

Measures.—1 ganton is equal to 6 Dutch lbs. or 6½ lbs. avoirdupois; 10 gantons, one measure; 50 measures, 1 last; 800 gantons, 1 quoyane. 40 China peculs make a quoyane of rice, which then weighs 5400 lbs. avoirdupois.

A kip of tin contains 15 bedoors, or 30 tampangs, and weighs 37½ lbs. Dutch troy, or 40 lbs. 11 oz. avoirdupois.

The covid is two-thirds of a Dutch ell, about 18⅛ English inches.

JOHORE.—The town of Johore is about 20 miles from the entrance of the river, of which the bluff land, called Johore Hill, forms the S. side. There are two entrances into the river. It was formerly a place of considerable importance.

TRADE.—The surrounding country produces pepper, gold, tin, canes, sago, and elephants' teeth.

BINTANG.—This island, situated at the entrance of the Straits of Singapore, is in latitude about 1° 2′ N., and longitude 104° 30′ E. Rhio, the principal town, is about five miles to the N. of the S. W. extreme of the island, and was formerly a place of considerable trade.

TRADE.—Large spars for masts are procured here of an excellent quality. Gold-dust is occasionally to be met with. There are no duties levied on imports or exports; but some presents are necessary to the Sultan, and the principal men about his person.

PAHANG.—This town is 12 miles up a river, the entrance of which is in latitude about 3° 45′ N. The river has an island at its mouth, which makes two channels into it; the N. has 4½ fathoms at high water, and the channel is about 150 yards broad; just within the bar is excellent anchorage in 6 fathoms. The river is a mile broad, but so full of shoals as to be only navigable for small vessels up to the town, the houses of which are built of timber and bamboos, surrounded with trees. It is under an independent Rajah, or King.

TRADE is scarcely deserving of attention since the establishment of the settlement at Singapore. The exports are gold-dust and pepper. The former is abundant in the river, and is the best in the Peninsula. Pepper might be produced to the extent of 3000 tons, if required.

PACKANGA RIVER.—The N. point of this river is a bluff headland, in latitude 4° 50′ N. The town was formerly a place of some note, but fell to decay, being dependent on Rhio, the place where most of the eastern trade was carried. This river is very conveniently situated for trade, being deep enough at its mouth to admit vessels of 100 tons burthen.

TRADE.—The produce of the place is gold-dust and rattans, most of which is exported in their own proas. Chinese junks occasionally come here.

TRINGANO is situated at the entrance of a river, in latitude 5° 21′ N., and longitude 103° 4′ E. This is a place of considerable trade; the Rajah resides in a strong fort, and is very friendly to Europeans. Ships are in no danger of surprise from the inhabitants of Tringano. The usual anchorage is with the flag-staff bearing S. W. by W., the Redang Islands N. by W., distance from the mouth of the river about two miles. Ships occasionally

salute the fort with nine guns, which is considered a great compliment by the Rajah, and a like number is returned.

In November this is a lee-shore, and no ships should stay in the roads; December, January, and February are the blowing months, and a heavy surf rolls in from the China seas and the Gulph of Siam. Commanders are sometimes detained on board ten days on account of the large surf on the bar, and the ship riding with three anchors a-head.

Directions.—The following remarks on the Malays were made by a gentleman long conversant with them and the whole trade to the eastward.—" Though the Malays are not possessed of many virtues, they admire them in Europeans, and invariably give the preference to the man who has dealt honourably with them. Endeavour by all means to learn the language, which, with proper application, may be done in a few months. Your linguist and touchadar are often great knaves, which renders it absolutely necessary for every man to be his own linguist. When you are dealing with them, guard yourself from passion; it is common for them, when you ask 600 dollars, to offer 150; they will tell you not to be angry. Never swear; though you mean no harm to them, their jealous disposition makes them think otherwise, and it may be attended with serious consequences, particularly when expressed in anger, which is too common a case. A man of this temper they will keep in constant agitation, in order to harass him, expecting by such means he will be glad to sell, in order to get away; but when they meet with a man who, if they offer one dollar, will put on a pleasant countenance, and tell them they have an undoubted right to offer what they please, they are gratified with his behaviour, and give him the name of a sensible man. If you take a touchadar, be cautious he plays you no tricks in cleaning the gold; you should therefore always carry a bottle of aquafortis, which must have a glass stopper; and likewise some magnets. If you take gold-dust, clear it from the sand as well as possible; then put it into a glass, and drop some aqua-fortis upon it, which will destroy and turn black every thing else but the gold. Let it dry, then use your magnet; it appears in the gold like black sand, and will all stick to the magnet; practice will soon make it familiar to you. Be careful of keeping aquafortis, as it is easily put into fermentation, and the vapour arising therefrom may be of the most fatal consequence, by either instant death, or the loss of your sight. Never keep any thing of value on shore with you, and always remember to send off your gold-dust as you receive it: you will then be safe; for 100 dollars are sufficient to induce a Malay to assassinate you, if he can with impunity. You should likewise have a set of gold touches and stone, to try the bar-gold, which is done with the different touches, by

rubbing them on the stone, and observing which the gold comes the nearest to, and value it accordingly, always taking care to cut it lengthwise and through the middle. Practise on board with your touches, and the different sorts of gold will soon make it familiar to you."

TRADE.—The tin procured here is brought from Palembang or Banca, in the Malay proas. The pepper, which is the produce of the country, is good; but they often mix it with the Dutch sweepings from Palembang, which must be looked into: they will always garble it if you mention it in your contract. The merchants may want credit for about 20 days; more they will not expect, as you should always tell them you are bound to China, that they may use dispatch. If your time will admit of it, give it them; it ensures you so much sold; and it often happens they have not the pepper brought in, or gold-dust; and if you refuse them credit, the merchants, among whom the King wants to distribute the opium, go away, and you thereby lose the sale of 30 or 40 chests: besides, you may depend upon receiving the goods as they come in. You should make it a part of your agreement to have the King's seal put upon the gold, as he will then be in some degree answerable for its quality. Besides gold, tin, and pepper, betel-nuts and rattans are met with. The chief imports are opium and cutlery.

DUTIES.—The established duties are 5 per cent., but you should always agree that the King should pay the duty, for you cannot trade publicly with any one else; at Tringano it is always customary. However, be careful to mention it in your agreement, or they will endeavour to take advantage, and make you pay them. The presents necessary are, to the Rajah to the value of not less than 50 dollars; the Prince about 50; the Shabundar and agent about 50 each.

PROVISIONS AND REFRESHMENTS.—Fowls may be procured here in great plenty; and they have an excellent though small breed of cattle. Fish and fruits are in abundance.

COINS.—Throughout the Malay Peninsula, Spanish dollars are the common coin, and the Chinese pecul the common weight; the currency here consists also of the following:—

400 patties	equal to	1 kossang.
4 kossangs	"	1 mace.
16 mace	"	1 tale.

WEIGHT.—The pecul at Tringano is 140 lbs. avoirdupois.

REDANG ISLANDS.—These islands, which extend along the coast about 30 miles from 5° 30′ to 6° 4′ N. latitude, belong to the Government of Tringano, and from some of which pepper, rattans, and black-wood are brought for the King's use. The inhabitants are apt to take advantage of

any small vessels they can overcome. Having no convenient harbours, the islands are seldom visited by European ships.

PATANY is in latitude about 6° 50′ N.; the town is about 6 miles from the road, and was formerly a place of very great trade. The town is surrounded with wooden palisadoes, and has a strong fort. The houses are built of timber and bamboos, and have a mean appearance. Considerable numbers of Chinese are settled here, who carry on a trade in their own junks with Siam, Cochin-China, China, and Batavia.

TRADE.—The Chinese import from Batavia, cutlery, gunpowder, iron, lead, looking-glasses, opium, piece-goods, and steel. From China are imported, for the consumption of the resident Chinese, and for the natives, China-ware, furniture, ironmongery, lackered ware, silk-goods, sugar and sugar candy, tea, and wearing apparel; and from Siam, Cochin-China, Borneo, &c. a variety of eastern commodities.

The exports consist of the under-mentioned articles, the greater part of which are sent to China:—Agala-wood, betel-nut, beech de mer, black-wood, canes, dragon's blood, rattans, sapan-wood, skins of sorts, tin, tortoise-shell, and wax.

CALANTAN RIVER.—This river is in latitude 6° 16′ N., and under the Government of Tringano. The bar of the river is shoal, and there is a number of sandbanks inside, on which boats will ground. Ships sometimes touch here to procure pepper. The anchorage is with the river bearing S., about 3 miles' distance. The coast from hence stretches W. into the Gulph of Siam; the principal place in which is

LIGORE, about 12 leagues to the N., between which is a low island called Papier. The anchorage is about 2 leagues from the river. The town is built of bamboos covered with reeds. There are many temples with small steeples, which at a distance appear like ships' masts. This place is under the Siamese Government. There used to be a great trade carried on upon this part of the coast. The Malay proas carry on what little trade remains.

SINGAPORE.—The Island of Singapore is situated at the extremity of the Malay Peninsula, in what is called the Straits of Singapore, through which lies the route of vessels to and from the China seas. The town stands on a point of land, near the W. part of a bay, and is easily distinguished by a pleasant hill behind it, partly cleared of trees which abound on the island. Between the W. part of the bay and the town is a creek, in which native vessels anchor close to the town, and European vessels of easy draught may repair in.

When the Dutch resumed their Eastern possessions in 1814, they seemed bent upon reviving and extending their ancient exclusive commercial system with Malacca, which was transferred to them at the Peace. They claimed a sovereignty over Rhio, and the whole of the ancient Empire of Johore, which included Lingen and Pahang. To obviate their views, and to establish a free entrepôt for trade, Sir Thomas Stamford Raffles was authorized in 1818, by the Supreme Government in India, to fix upon a spot not under Dutch power, adapted for a settlement. He selected Singapore, and concluded an arrangement with the Toomoongong, or Chief, by which the island was ceded to the Company for a certain stipend. Some remonstrance was made on the part of the Dutch, but without any ground, as the Chief held the lands of Singapore, and of most of the Islands about the Straits, as his own independent inheritance.

By the subsequent treaty between the British and Netherlands Governments, Singapore was formally ceded to His Majesty; and by the Act 5, Geo. IV. is transferred to the East India Company.

Its rapid rise is truly astonishing. In the first two months, it was visited by 273 vessels. Its admirable position in regard to India, China, Java, Borneo, Sumatra, and the Eastern Archipelago—its physical advantages in a rich and fertile soil—its harbour unrivalled in these seas, as to capacity and security—and its freedom from imports, lessen our wonder at the progress it has made. When the British flag was first hoisted, the island scarcely contained 200 souls, mostly fishermen; it is now a colony of more than 10,000 industrious inhabitants, collected from all quarters, (the largest portion Malays and Chinese), living in harmony under British Government; and plantations of pepper, gambia, spices, and coffee are fast rising. Singapore is declared a free port, and the trade open to vessels of every nation, free of duty.

At the anchorage in the harbour ships are sheltered from E. N. E. round to N and W., as far as S. by W., by the S. point of Johore, Singapore, and many smaller islands, extending to St. John's, and thence round to the N. point of Batang, bearing E. S. E., by the numerous islands forming the S. side of the Singapore Strait; the bottom to within a few yards of the shore is soft mud, and holds well.

As the directions for Singapore Harbour are not found in Capt. Horsburgh's Work, it may be useful to subjoin those of Capt. Ross, of the Bombay Marine, who surveyed it in 1819.

" Ships that are coming from the E., have nothing to apprehend in rounding the small peaked island which is on the E. side of St. John's, as

the reef does not extend above a cable's length off it; and just without that, the depth of water is from twelve to fourteen fathoms. Having rounded the peaked island, at half a mile, a N. or N. by E. course will lead to the anchorage, and twelve or fourteen fathoms be the depth; but when at one mile and a half from the island, it will decrease to five or four and three-quarters fathoms at low water, on a flat which is two miles and a half long, and is parallel to the coast: there is no danger whatever on this bank, being soft mud. Continuing the N. or N. by E. course, you will deepen into a channel of twelve or thirteen fathoms, and again shoal rather quickly to six fathoms on the shore bank; after which the depth decreases gradually to the shore. Large ships will find the best anchorage to be with Peaked Island about S. by W., and the E. extreme of Singapore Island about N. E. by E., in five fathoms at low water, where they will have the tower bearing N. W. by W., distant one mile and a half. Ships of easy draught can go nearer into three fathoms at low water, with the Peaked Island bearing S. W., and Johore Hill on with the E. extreme of Singapore Island, where they will be distant about three-quarters of a mile from the tower, and about half a mile from the E. low sandy point of the bay.

"The coast to the E. of the Town-bay is one continued sandy beach; and half a mile to the E. point of the bay, or two miles and a half from the town, there is a point where the depth of water is six or seven fathoms, at three or four hundred yards from the shore; and at six hundred yards a small bank, with about three fathoms at low water: the point offers a favourable position for batteries to defend ships that may in time of war anchor near it.

"The tide during the neaps is irregular at two and three miles off shore, but close in it is otherwise. The rise and fall will be about ten or twelve feet, and it will be high water at full and change at 8 h. 30 m. The latitude of the town is about 1° 15½′ N., and the variation of the needle observed on the low E. point of the bay, is 2° 9′ E."

A new route having been discovered into the Straits, the following directions are published for general information.

Directions for passing through the N. E. Entrance into the Straits of Singapore, from the Straits of Dryon, or Philip's Channel.

After clearing the Middleburgh Shoal either to the E. or W., a direct course may be steered for Cap Island, which lays near a bluff headland on the E. shore. This island bears N. E. by N. from the centre of the Middleburgh Shoal, and N. N. E ¼ E. from the centre of Red Island. On

this bearing there is an extensive reef of rocks, distant one mile to the N. W. of the Twins. With a working wind, and standing to the N., a vessel ought not to approach too near it; the shoal of coral rocks is dry at low water, spring-tides. When on it, the North Passage Island bore S., Sabon Hill W., the E. end of Red Island S. and by W.: the soundings are from ten to seventeen fathoms round it, steep-to. After leaving Red Island, Pulo Doncan is the first island that will be distinguished from the group of islands forming the E. shore. Pulo Doncan are two low woody islands, bearing N. E. ½ N., distant 8 miles from Red Island; in passing it to the W., it ought not to be approached nearer than one mile, as there are some rocky reefs which surround it, from whence, and bearing N., distant 4 miles and a half from Pulo Doncan, the soundings are from twelve to seventeen fathoms. Cap Island, or Rocks, so named from its appearance, is a rock of perpendicular sides, flat at the top, about 40 feet in height, and surrounded by a reef of rocks projecting about three hundred yards; the soundings near it are from ten to fourteen fathoms, decreasing as you near the Island. Between it and the bluff headland is a reef of rocks, on which account it would not be advisable to go to the E. of Cap Island.

When abreast of Cap Island, Long and Round Island, and the Rabbit and Coney, may be distinctly seen. A direct course may be steered, to pass in mid-channel between Round Island and the E. shore, which is three and a half miles across; the soundings are from seventeen to twenty-two fathoms. Long and Round Islands ought not to be approached nearer than three-quarters of a mile, as there are rocky reefs round them. In working and standing to the westward off the S. end of Round Island, go no farther to the W. than to bring the N. W. end of Long Island on with the centre of the Rabbit, as there are four rocky reefs to the S. W. of Red Island. When on the S. E. end of the southern reef in a boat, Red Island was in one with the Rabbit; the centre of Round Island, E. ½ S. The soundings are irregular near these shoals and Long and Round Islands.

After passing Long and Round Islands, Singapore can be distinctly seen, and a course ought to be steered for St. John's, to clear the Buffalo, and a patch of dry rocks to the S. W. of the Buffalo.

Port Regulations, Boat Hire, &c.—1st. The arrivals of all ships and vessels shall be immediately reported to the Master-Attendant in the ordinary Report Book, and afterwards by the Commander in person at the Master-Attendant's Office, as soon as the vessel shall have anchored.

2d. The intended departure of any ship or vessel shall be reported to the Master-Attendant twenty-four hours previous to her sailing, except in cases of emergency, which will be determined by the Resident.

3d. Commanders of all vessels are requested, when boarded by the Master-Attendant's boat, to deliver to the Post-Office letter-carrier, all letters, packets, and dispatches, for the Settlement, and to receive and furnish a receipt for Post-Office packets which may be sent on board on their departure.

4th. With a view of affording an authentic record of the progress of the trade of the Settlement, all Commanders of European or square-rigged vessels, are required to give in before sailing, to the Master-Attendant, an accurate specification of the goods imported and exported by them; such statement to be sealed, and not opened until the vessel shall have quitted the Port. To facilitate this operation, the Master-Attendant will supply the Commanders with proper forms.

5th. With the same object in view, a verbal statement of the import and export cargoes of Native vessels shall be given in by their Commanders.

6th. After reporting at the Master-Attendant's Office on their arrival, and immediately previous to their departure, all Commanders of European and Native vessels are required to wait on the sitting Magistrate, and supply him with a list of the passengers intended to remain at or depart from this Settlement.

7th. All vessels, European and Native, will promptly receive a port-clearance on application to the Master-Attendant's Office, and such port-clearance will be given without fee or charge.

8th. All cargo boats shall be regularly admeasured, numbered, and registered in the Master-Attendant's Office, and each boat shall have marked upon the bow, her No. and her tonnage.

9th. All cargo boats shall be supplied with good and sufficient coverings, adequate to protect the goods received on board from damage.

10th. The following shall be the maximum of charges taken for boat-hire, wooding, watering, and ballasting of ships touching at the port, and whose stay does not exceed 48 hours, as well as in all other cases where no previous arrangement or contract is made.

Boat-hire—68 cents of a Spanish dollar per koyan of 40 peculs.

Boat-hire, for a return boat 34 cents.

Fire-wood, per 1,000 billets, (of 18 katties per billet,) 5½ Spanish dollars, with a proportional price if the billets are smaller or larger.

Ditto, ditto, boat-hire included, 8½ Spanish dollars.

Ballast-sand per koyan, including boat-hire, 80 cents.

Stone-ballast, including boat-hire, 90 cents.

Water, if with ship's casks, one dollar per ton, including boat-hire.

Ditto, when ship's casks are not used, one dollar 12 cents.

11th. The business of supplying wood, water, and ballast for ships, and the employment of cargo boats, shall not be considered subject to any official restraint or regulation beyond those already mentioned; and the mediation and assistance of the Officers of Government with regard to them, is deemed in the present advanced state of the trade of the port, no longer necessary.

12th. Nothing contained in these regulations shall be construed to operate against the most perfect liberty to ships, to wood, water, and ballast with their own boats.

Fees for Anchorage and Port Clearances.—These are declared by Regulation 1823, to be in full of all charges for port dues:—

For ships of 500 tons and upwards	12 dollars.
——— of 300 tons and upwards	10
——— less than 300 tons	8
For brigs and all other square-rigged vessels	6
For junks of 600 tons and upwards	15
——— of 500 to 600 tons	12
——— of 400 to 500 tons	8
——— of 300 to 400 tons	7
All others	6
Native proas and vessels above 20 tons	5
——— 12 ditto	3
——— 10 ditto	2
——— 7 ditto	1½
——— 5 ditto	1
——— 2 ditto	½

Trade.—The trade of Singapore is represented to be in a state of progressive improvement.

The following is the general statement of the trade in 1822:—

		Tons.		
Arrivals.	Ships	51,076		
	Native Vessels	15,892		
			66,968.	Number of Vessels, 1593.
Departures.	Ships	48,037		
	Native Vessels	15,624		
			63,661.	Number of Vessels, 1733.

	VALUE IN DOLLARS.	
Imports by Ships	2,597,975	
——— by Native Vessels	1,012,231	
		3,610,206
Exports by Ships	2,044,871	
——— by Native Vessels	1,127,461	
		3,172,332
		6,782,538
Not included in official returns		1,713,634
		8,496,172

Since that period the trade of the Settlement has much increased. Junks with cargoes of considerable value visit it from Cochin China, Siam, and China; of the latter, two arrived in the beginning of 1824, one from Amoy, and the other from Ampo, in the River Sautao, the cargoes of each valued at £60,000.

By recent accounts it appears that a commercial intercourse has been opened between Singapore and the Philippine Islands.

The imports of Bengal produce are considerable, especially piece-goods and coarse chintz. The Chinese junks bring from their own country, tea and other products, which may be purchased here cheaper than at China; and carry away opium, pepper, ivory, tortoiseshell, and articles suitable to that market. From Cochin China they bring silks, sugar, ivory, and treasure, in return for opium, iron, and piece-goods. From Siam are brought sugar, rice, salt, ivory, &c. exchanged for piece-goods, iron, and opium. The Eastern trade brings pepper, gold dust, tin, betel-nut, rattans, spices, and other commodities enumerated under places already mentioned, in exchange for coarse piece-goods and iron. The articles chiefly in demand this year (1824), have been fire-arms and ammunition, white British cottons, bombasins, light broad cloths, opium, iron, and steel.

Nine respectable houses, conducted by Europeans, are established here, besides those belonging to Portuguese, Armenians, Arabs, Chinese, and Native traders of the Archipelago.

Provisions and Refreshments.—As may be expected in a rapidly increasing Settlement, all provisions, except fish, are dear. The water is excellent. A river of fresh water lies at a short distance from the bay.

Coins and Weights.—The currency of Singapore is the Spanish dollar, divided into cents, represented by the copper money of Prince of Wales' Island. The common weight is the pecul of 133⅓ lbs. avoirdupois, divided into 100 catties. Salt, rice, and coarse sago are sold by the koyan of 40 peculs nearly; and gold by the bunkal, which weighs two dollars, or is equivalent to about 742 grains.

SECTION XXIV.

SUMATRA.

THIS island is the most western of those which may be termed the Malayan Archipelago. The equator divides it obliquely into almost equal parts, its general direction being N. W. and S. E.; the one extremity, Acheen Head, being in latitude 5° 40′ N., and longitude 95° 15′ E., and the other in 5° 56′ S.

ACHEEN.—This kingdom occupies the N. W. extremity of the island, and reaches about 50 miles to the S. E. Its extent and power were formerly much more extensive. At present, Sinkell is said to be the limit of its authority on the W. coast. The King at present resides at Telisomaway, at the N. E. extreme, but the Government is by no means settled. The character of the Acheenese is represented as perfidious.

The town of Acheen is in latitude 5° 36′ N., and longitude 95° 26′ E., on the banks of a river, which falls into the sea by several branches, separating the low country into islands, and this low plain is partly inundated during the rainy season. The principal entrance of the river has a bar, which a boat can hardly pass at low water; but vessels from 20 to 30 tons burthen may enter the river at high water, and proceed about half way to the town, where they occasionally heave down, and repair. The common anchorage in the roads is in 8, 9, to 10 or 14 fathoms water, with the entrance of the river bearing about S. E., distant two or three miles. The town is situated on a plain in a wide valley, formed like an amphitheatre by lofty ranges of hills. It is said to be extremely populous, containing 8000 houses, built of bamboos and rough timbers, standing distinct from each other, and mostly raised on piles some feet above the ground, in order to guard against the effects of inundation. The place differs little from the generality of Malay bazars, excepting that its superior wealth has produced a greater number of public edifices, chiefly mosques, but without the smallest pretension to magnificence. The country above the town is highly cultivated, and abounds with small villages, and groups of three or four houses, with small white mosques interspersed. The King's palace is a very rude and

uncouth piece of architecture, designed to resist the attacks of internal enemies, and surrounded for that purpose with a moat and strong walls, but without any regular plan, or view to the modern system of defence. The King resides generally at Telisomaway. The main street only in the town is raised a little, and covered with sand and gravel, and even this is sometimes overflowed by the swelling of the river, from sudden and heavy rains on the hills behind the town, in which case they make use of canoes.

The King of Acheen, as is usual with the Princes in this part of the world, is the chief merchant of his capital, and endeavours to be, to the utmost of his power, the monopolizer of its trade. His revenue arises chiefly from import and export duties. In 1819, a mission to Acheen obtained for us a treaty with the King, which provides for the residence of a British agent, and a free and uninterrupted trade.

TRADE.—A considerable trade is carried on, as well with private European merchants, as with the natives of the Coast of Coromandel; the latter send annually from Porto Novo and Coringa, the following assortment of piece-goods adapted for the Acheen market:—

Blue cloth, 9 calls	100 corge.
Ditto, 7 and 8 calls	100 ditto.
Blue suckertoons, gold head, 40 cubits by 2	20 ditto.
Blue ditto, fine, ditto	2 ditto.
White ditto, ditto	2 ditto.
Brown cloths, 8 and 9 calls	100 ditto.
White ditto, ditto	100 ditto.
Tappies, 4 in a piece, 6 and 8 cubits long	50 ditto.

A few fine long cloths, Pulicat handkerchiefs, taffaties, &c. generally are included in the assortment.

The other articles which are imported from the Coromandel Coast and Bengal, are cotton, dried fish, gold thread, Jaffnapatam tobacco, opium, salt, and sticklac.

Of European commodities imported, the following are the principal:— brass wire, broad cloth, cutlery, gunpowder, glass ware, gold thread, hardware, iron in flat bars, muskets, looking glasses, lead, shot, small arms, steel in faggots, and swivel guns.

The trade is in general troublesome, there being no great dealers resident here, so that the goods are sold by retail in a kind of shop under the houses. In this way all dealings are for ready money; but if any considerable quantity is sold together, the purchaser expects credit till he has

disposed of it, which is sometimes three or four months, and it seldom happens that a ship sets sail without leaving several sums behind unreceived. This manner of disposing of goods is seldom adopted by English commanders, as they trade with the King's Minister, or Shabundar.

Exports.—The principal article of produce is gold; but the following are also to be procured here:—Betel-nut, benjamin, patch leaf, pepper, camphire, sapan wood, rattans, and brimstone.

In purchasing gold-dust, great care must be taken that no dross or brass filings be intermixed, which is too often the case. Excellent teak and fir grow in Sumatra. Precious stones are occasionally to be got reasonable; but as they are generally set in the country fashion, it is difficult to form a correct opinion of their value.

Directions.—On your arrival, go immediately on shore, taking all the samples of goods you have to sell, and enquire for the Shabundar, or Harbour Master. Shew your samples to him, and agree about the prices. It is not necessary to pay your respects to the King, until you have agreed to sell, and are sworn. You pay no duties on any sales made to the King. On all purchases of gruff goods, such as brimstone, betel-nut, rattans, benjamin, horses, and camphire, the King's duties are 6 per cent.; the other petty duties for the Datoo, Shabundar, and Assay Master, amount to about 4 per cent. But whenever you purchase from, or sell to, the King, be sure you agree with the Datoo (or King's Merchant) to be free from all duty, or he will impose it upon you for his own emolument.

The presents are large. If you do business, to the King should be given 1 long shawl, 1 piece (gold end) fine muslin, 1 carboy of rose water, 1 pair of gold slippers, 1 piece of fine cossae, 1 barrel of gunpowder, and 1 handsome fusee, if you have arms to sell. To the Datoo and Shabundar your presents must be in proportion; for the King, professing himself to be a soldier, does not affect to be troubled with merchandise, but leaves the traffic to these two men, with whom you will find it your interest to be on good terms, and fee them, after your first present, with trifles occasionally. These men are fond of parade and attention; it will be therefore necessary, whenever they pay you a visit on board, to salute them on their coming, with three guns, and the same at their departure; indeed, this is expected by every man upon the Malay Coast, who holds any rank or appointment under the King, wherever you are.

It will be absolutely necessary to have a touchadar (or assayer) to try your gold, if paid in that metal, and to have the King's chop or seal upon it, and beware of imposition. Never carry more goods on shore than you have orders for at one time; and as you sell them off, receive the returns, and

give no credit upon any account; for if you give credit even to the Datoo, you will probably be a loser. Houses are always ready for hire; but if your sales are made to the King, he furnishes you with a house *gratis,* till his payments are finished; after which time you must hire the same, or some other, from the Datoo; for which you will pay one or two buncals of gold for the season, or while you stay there.

In all cases be particularly careful of your ship while in the roads; for the Acheenese are connected with the people and pirates on the Pedir Coast; and if they find you unguarded, will give them information, and you may thereby lose your ship. You run no risk on shore but from fire; though it may be proper to have, besides your servants, two or three Sepoys or Europeans with you; and particularly if you have any quantity of goods unsold, it will be also necessary to keep fire-arms in your house; for the shew of being always prepared to repel, may be the cause of preventing an attack.

Port Charges, Duties, Presents, &c.—Present to the King, 2 per cent. King's officers, on the sale of every cargo imported, 7 buncals. Import duties, 5 per cent. Export duties, 6 per cent. Chokey custom, for attendance at the time of chopping goods, 2 mace per bale. Chopping fees, to the man who chops or marks the goods, 1 ditto. Dotchin dues to the weighing-man, ½ mace per bahar. Qualla duties, on every boat load of goods imported, 2 mace.

These taxes have been probably much reduced since Sir Thomas Raffles's mission to Acheen.

The contents of each bale of piece-goods, upon which the above customs are levied, are as follow:—Brown long cloth, 2¼ corge per bale. Blue long cloth, 7 ditto. Suckertoons, 6 ditto. Blue moorees, 15 ditto.

Provisions and Refreshments.—A bazar is held daily during the period any ships are in the Roads; and the following articles are to be procured:—Bullocks in plenty, good, weighing when cut, 2 to 3 Cwt. each, ducks, fowls, and goats. The vegetables are red and white yams, calavances, pumpkins, and sweet potatoes. All sorts of tropical fruits in abundance, particularly mangosteens, rambusteens, mangoes of a superior kind to most in India, pine-apples, oranges, limes, &c. The water is good, and brought off in the country boats at a moderate expence.

Coins.—Spanish dollars, rupees, and other foreign coin, pass current. They have a small gold coin, called a manna, which serves to pay servants and other small disbursements; but it is of very base metal, and difficult to pass: also a small lead cash, of which about 2500 are usually obtained for a mace.

Accounts are kept as follows :—

4 Copangs...............	equal to	....1 Mace.
4 Mace	"	...............1 Pardow.
4 Pardows...............	"	...............1 Tale.

In the gold dust trade, imaginary coins are adopted, *viz.* tales and maces of gold; and 5 of these are reckoned equal to 4 pieces of the same denomination of the common coin.

The gold dust is reckoned 9¼ touch of Malabar, or 22⅕ carats fine. A buncal of gold is valued at 7 tales of gold in merchandise, but at 7½ tales in goods.

Weights.—All goods are weighed by the dotchin, which should be carefully examined and proved. The smaller the quantity of goods weighed at a time to the natives, under 100 catties, the more to the advantage of the seller.

The great weights are the bahar, which equals 423 lbs. 6 oz. 13 drs. avoirdupois, and contains 200 catties, and 4000 buncals.

One Chinese catty and a half is commonly equivalent to a Malay catty, which makes 3 Chinese peculs equal to 1 bahar; but this is under the true equivalent.

The lesser weights are as follow :—

					oz. dwts. gr.
4	Copangs...............	equal to	1	Mace.	
8	Mace......	"	1	Pagoda.	
2	Pagodas	"	1	Tale.	oz. dwts. gr.
5	Tales	"	1	Buncal =	1 . 10 . 21 troy.
20	Buncals	"	1	Catty =	30 . 17 . 12

In gold, the buncal is 92 touch, and is therefore worth £6. 0s. 7¾d.

The buncal is often altered in its proportion to the standard number of mace (80), at the pleasure of the merchants, and consequently the catty varies.

A maund of 75 lbs. rice contains 21 bamboos. The bamboo consists of 4 cauls, when the King's chop is on it; but it is reckoned commonly at 5.

Measures.—With the following they receive and deliver all kinds of grain.

2	Chopas...............	equal to	1	Quarter.	lbs. oz. drs.
2	Quarters	"	1	Bamboo =	3 . 10 . 10 avoird.
8	Bamboos	"	1	Nelly.	
10	Nellies...............	"	1	Guncha.	
10	Gunchas.............	"	1	Coyang.	

They have a particular measure for salt, called a parah, which ought to contain 25 punies or bamboos, 80 of which make a coyang, about $\frac{2}{3}$ of a Madras garce.

Betel-nut is measured by the parah swept off with a board, one of which, being counted, serves for a cargo. A loxa of betel-nut is 10,000 nuts, and, when good, should weigh 168 lbs.

The corge of cloth is 20 pieces.

ANNALABOO, in latitude 4° 8′ N., is remarkable for a grove of coco-nut trees on a small promontory. The anchorage for large vessels is eight or ten miles from the mouth of the river, in 5 fathoms generally, Annalaboo Point bearing about W., the S. extremes S. E. by E.; but for smaller ones not above one, in $4\frac{1}{2}$ fathoms, the point S. W., breakers on the bar N. by E., and S. extremes S. E. by E. The river is navigable for boats and proas, and they go up a considerable way into a plentiful country, abounding in cattle, rice, &c. In the N. E. monsoon the trade is carried on in small boats; but in the other monsoon these are laid up, and larger ones used in their stead. The gold dust procured here is very fine, and it is said that upwards of 2000 ounces are annually collected.

The Coins and Weights are the same as at Acheen, this place being subject to it.

SOOSOO is situated at the bottom of a bay, of which Cape Felix, or Oujong Rajah, forms the W. extremity; the town is in latitude 3° 43′ N., and longitude 95° 59′ E. The anchorage is about 3 miles from the town, Cape Felix bearing W. by N., and the town N. E. by E., in 18 to 20 fathoms. Soosoo Point may be known by the bazar on a high beach. There are many shoals in the roads. The river is very small, and sometimes blocked up with sand, and is always dangerous for boats to enter. The best landing place for a ship's boat is close round the inside of the breakers to the N. of the Point.

Trade.—Copper is procured from the hills, and sold in pointed cakes. Rice is abundant. Soosoo is much frequented by small ships for pepper, &c. but the natives are treacherous.

MUCKAY, or MUCKLE, in latitude 3° 23′ N., is a small place, where coasting vessels stop occasionally.

SINKELL.—This river is the largest on the W. coast of Sumatra. At the distance of thirty miles from the sea, it is very broad, and deep enough for vessels of considerable burthen; but the bar is shallow and dangerous, having only 12 feet water at spring tides; it is navigated by proas and other small vessels. The town of Sinkell is forty miles up the river.

The roads are in latitude 2° 10′ N., and longitude 97° 38′ E., at about two miles from the mouth of the river, bearing E. by N.

If a ship is likely to stay here any time, it would be advisable to run in between a small island called Se Leaga, covered with trees, and the main, where you are safe from all winds that blow. This is the place where the Sinkellers used to transact all business; but it is now represented as entirely deserted.

Trade.—The European and Indian articles in demand here are cutlery, China-ware, gunpowder, gold thread, iron in flat bars, muskets, lead, looking glasses, opium, steel, swivel guns, salt, and piece-goods from Bengal and Madras, of similar kinds to those enumerated at Acheen.

The principal exports are benjamin, camphire, gold-dust, and bees' wax. You are generally paid for your goods in the two former articles, of the kinds denominated belly and foot; but for the head you frequently pay dollars, and it is seldom you can procure gold-dust without dollars, unless they are much in want of goods. In the examination of articles purchased, particular attention is necessary, as the natives frequently adulterate their commodities.

Duties.—No customs are levied, but presents are expected.

Coins.—Spanish dollars are the principal currency; but accounts are kept in tales, sooccoos and satallies, *viz.*

4 satallies	make	1 sooccoo.
4 sooccoos	"	1 tale.
1 tale	"	4 Spanish dollars.

Benjamin is bought here by the tompong or cake, which ought to weigh 20 catties, each catty 56 ounces avoirdupois, and for camphire 56 ounces troy weight.

Weight.—The Chinese pecul is in common use in buying and selling most commodities.

TAPOOS is about 30 miles S. E. of Sinkell; it is proper to stand out from Sinkell in 25 or 26 fathoms, to avoid the shoals in shore. It is not easily seen at a distance. As you get well in, you will see a bay, in the bottom of which are tall arroo trees. The anchorage in the bay is in 6 or 7 fathoms; Tapoos Point S. W. ½ W.; Pulo Carrang S. E.; breakers between them, S. E. by E.; Tapoos River N. by E. ¾ E., distant about two miles, and from the N. point of the bay about half a mile. Boats go into the river; but when the surf is high, it is best to land at the bottom of the bay, and walk to the river side. The town is to the S. of the river. There is seldom any surf in the bottom of the bay; and wood and water may be got by employing your own people.

BAROOS.—This town is about two leagues from the coast, on the banks of a river; and two leagues further inland are eight small villages, inhabited by Battas, who purchase the camphire and benjamin from the people of the mountains, extending from the S. of Sinkell to the back of Baroos. The anchorage is about three-quarters of a mile to the S. of Pulo Carrang, in latitude 1° 57′ N., and longitude 98° 23′ E. The place is famous for having given name to the native camphire produced here, to distinguish it from that which is imported from China.

TRADE.—The articles are similar to those at Sinkell. The proportion of buying camphire should be $66\frac{3}{4}$ lbs. Dutch, of head, $33\frac{1}{3}$ lbs. of belly, and 25 lbs. foot; making in the whole 125 Dutch pounds, which are equal to one pecul.

PROVISIONS AND REFRESHMENTS.—Bullocks, poultry, and fish are to be had good and reasonable, likewise very excellent water; when your boat goes on shore the first time, she must lie a short distance from the shore, until they send a person to conduct her into the river, otherwise you may lose her.

TAPPANOOLY.—The celebrated bay of Tappanooly stretches into the heart of the country, and its shores are every where inhabited by the Batta people, who barter their produce for the articles they stand in need of from abroad, but do not themselves make voyages by sea. Navigators assert that the natural advantages of this bay are scarcely surpassed by any other; that all the navies of the world might ride here in perfect security in all weathers; and that such is the complication of anchoring places within each other, that a large ship could be so hid in them as not to be found without a tedious search.

The settlement of Tappanooly is situated on a small island, with a little hill at one end, in the bottom of the bay on the N. W. shore, called Ponchang Cacheel, in latitude 1° 48′ N., and longitude 98° 30′ E., where there is a fort almost defenceless, two or three houses for the resident, and a small bazar. The anchorage is with the flag-staff bearing S. by W. in seven fathoms. In standing in for it, you may pass to the N. or S. of the island, and anchor in seven fathoms, the body of it bearing about S. W. The village of Tappanooly is at the N. part of the bay, about four miles from Ponchang Cacheel. It is a common practice to moor ships by a hawser to a tree on shore. Timber for masts and yards are to be procured in the various creeks with great facility.

TRADE.—The natives of the sea-coast exchange their benjamin, camphire, and cassia, (the quantity of gold-dust is inconsiderable), for iron,

steel, brass-wire, and salt. These are bartered again with the more inland inhabitants for the products and manufactures of the country.

Provisions and Refreshments.—Most of the articles mentioned in the neighbouring places are to be had here; but the demand being but small, no great quantity of supplies could be obtained without a short previous notice. Water is conveniently procured from the main land, and is very good.

Coins.—Accounts are generally kept in dollars of 24 fanams, or 400 keppings. Spanish dollars are the principal coin used in foreign trade; but among the natives, the value of goods is estimated by tompongs, or cakes of benjamin, and sometimes by buffaloes; also by brass-wire, beads, and salt.

Weights and Measures.—English weights, as well as the Chinese pecul, are used here. A measure of salt, called a salup, weighs about 2 lbs. avoirdupois.

NATAL.—This settlement is in latitude 0° 32′ N., and longitude 98° 57′ E. The anchorage is in five fathoms, about two miles off shore, with the flag-staff bearing E. by N. This is one of the worst roads on the W. Coast of Sumatra, having numerous shoals in it, and often a very large sea running, and dirty weather; and when the wind blows hard from the W., you cannot without great difficulty clear the shore. Notwithstanding which, it is a place of considerable trade, and inhabited by settlers from Acheen, Rhio, and many other places, who make it populous and rich.

Trade.—From India are imported beer, brass-wire, cutlery, cloths, China-ware, gunpowder, glass-ware, gold-thread, household furniture, iron in bars, muskets, looking-glasses, lead, opium, patent shot, swivel guns, steel, salt, wearing apparel, and wines.

Gold-dust of a fine quality is procured here in considerable quantities. Some of the mines are said to lie within 10 miles of the factory; it is generally of the fineness of 22 to 23 carats. The annual produce is stated to be from 800 to 1000 ounces; this, with camphire and wax, form the principal exports.

Provisions and Refreshments.—Beef, vegetables, fruit, and fish are procurable at moderate prices; likewise wood and water.

Coins.—Spanish dollars and rupees are current; besides these, there are single, double, and treble fanams, the latter called tali, coined at Madras; 24 fanams, or tali, being equal to a Spanish dollar.

In this part of the Island, where the traffic in gold is considerable, it is generally employed as currency instead of coin. Every man carries small

scales about him, and purchases are made with it so low as a grain or two of paddy weight.

Weights.—Various seeds are used as gold weights, but more especially two, one the well-known scarlet pea with a black spot, 24 of which, called rackays, make a mace, or ammas, and 16 mace a tale. The other is a scarlet, or rather coral bean, much larger than the former, and without a black spot. It is the candarine weight of the Chinese, of which 100 make a tale. The tale differs in the northern and southern parts of the Island; here it is only 24 dwts. 8 grs. troy; but at Padang, Bencoolen, and elsewhere, it is 26 dwts. 14 grs. troy.

Commercial Weights.

16 tales	are equal to	1 China catty.
48 ditto	"	1 catty ootan.
20 catties ootan	"	1 tompong= 80 lbs. avoir.

Measures.—The measure for grain and liquids is the coyan, equal to 322,320 cub. in., each coyan divided into 80 tubs, each tub into 10 sukats, and each sukat into 12 pakhas.

TICOO ISLANDS.—These islands are small and woody, about 1½ mile distant from each other, and the innermost 1½ mile from the main. The outermost is in latitude 0° 23′ S.

PRIAMAN is about seven leagues N. W. of Padang; the flag-staff is in latitude 0° 40′ S., off which are several small islands; the northernmost is the smallest, and has a well of fresh water, where the Dutch vessels used to supply themselves. The river is small; a pinnace cannot go in till high water; you land on the right hand side.

PADANG.—This settlement was the principal one belonging to the Dutch on the W. Coast of Sumatra; it is situated up a river in latitude 0° 58′ S., and longitude 99° 58′ E. The fort is within 40 yards of the river, about a mile from the sea. It is shoal water for nearly two miles without the river's mouth, though there are two or three fathoms at high water, and about 10 feet on the bar. You go in round Padang Head; and when in the river, in a small bay, under the foot of the head, there is water enough for sloops and small vessels. You keep close to Padang Head in going in; the entrance is narrow. After passing the saluting battery, which is on the right hand side, you cross the river, and keep near the shore till you come to the stairs, or landing-place.

Trade.—Great quantities of piece-goods are annually imported here; the other articles of European and Indian produce are similar to those enumerated at Natal.

Gold is the principal product procured; this article, and camphire,

pepper, and wax, form the exports. Gum-lac, in considerable quantities, is to be met with on this part of the coast.

Provisions and Refreshments.—Cattle are in great plenty, as well as ducks and fowls; of fruits and vegetables they have an abundance. The water here is very good; it runs from the rock, and is conveyed in bamboos in many places, on the starboard side, so that your boat may haul under them, and fill; the largest is about 200 yards above the first.

Coins.—Accounts are kept in rix dollars and stivers; 48 stivers making 1 rix dollar. Spanish dollars and most of the Indian coins pass, nearly at the same rates as at Batavia.

Weights.—Both Dutch and Chinese weights are in common use.

AYER RAJA.—This settlement is in latitude 1° 58′ S. The town, which is about two miles up a small river, is difficult to find, it being in the woods, were it not for the flag-staff, which may be seen a considerable distance; bring that to bear E., and anchor about two miles from the shore. It is a dangerous place to anchor at, as you cannot clear the land, should it blow hard, and you will ride very badly. It is not prudent to send your own boat into the river, as at low water the surf breaks very high upon the bar.

INDRAPOUR.—From Indrapour Point, in latitude 2° 10′ S., longitude 100° 55′ E., the coast forms an extensive bay, at the bottom of which is a river, one of the largest in the S. part of this coast, and capable of admitting sloops.

MOCO MOCO, in latitude 2° 36′ S., and longitude 101° 12′ E., is situated at the bottom of a bay; the two points that form it are covered with tall trees. The fort, which is called Fort Ann, lies on the S., and the settlement on the N. side of a small river, called Se Luggan, which name properly belongs to the place also, and that of Moco Moco to a small village higher up. The bazar consists of about 100 houses. At the N. end is the Sultan's, which has nothing particular to distinguish it, except its being larger than other Malay houses. The anchorage is abreast of the fort, in 10 fathoms, soft ground. Here you must not attempt going on shore in your own boat, but must wait till a boat comes from the shore to carry you in over the surf.

Trade.—The exports from this place are pepper and gold-dust. The annual produce of the former is about 170 tons, and that of the latter 800 to 1000 ounces. It is sent to Bencoolen, from whence the articles required for their consumption and internal commerce are imported.

Provisions and Refreshments.—All provisions and refreshments are easily procured here, except water, which is obtained with difficulty, in

consequence of the heavy surf and shoal water which prevent the use of your own boats; but the natives will bring it off, charging about 1½ Spanish dollar per butt.

Between Moco Moco and Bencoolen are the several places from whence the Company received pepper, the principal of which are

Ippoe, or Aypour, in lat. 3° 10′ S., which produces annually from 30 to 35 tons of pepper.
Cattown, or Caytone .... 2° 25′ S., ditto.................................. 20 to 25 ditto.
Laye........................ 3° 40′ S., ditto..................................100 to 120 ditto.

and at each of which they had an European resident. The produce varies of course, as the seasons are more or less productive, but on an average does not exceed the above amount.

BENCOOLEN, till its recent transfer to the Dutch, the principal English settlement on the W. Coast of Sumatra, and to which all the others were subordinate, is in latitude 3° 48′ S., and longitude 102° 28′ E. Fort Marlborough and the town are built on Oojong Carrang, a point of land, having a level appearance, and moderately elevated.

The best place for anchoring in Bencoolen roads is the flag-staff E.N.E., Pulo Point S. E. by S., and Rat Island S. W. by S. Ships sometimes run into Pulo Bay to anchor; the best place is where Sandy Point bears N., about half a mile from the Company's godowns.

Should an European ship expect to be detained long here, it would be advisable to moor in Rat Island basin, it being safe in all weathers; and boats are able to make a trip each day with the land and sea breezes, and the goods are secure in the boats, which is not the case in the roads; for sometimes the North-westers give so short a warning, that boats, with half loading, are obliged to put off for Pulo Bay. In going ashore from the ship, keep the Company's hospital, which is to the S., on the starboard bow, or right a-head, till you come near the shore, or S. point of the rocks; then you will have the channel open, and the S. breakers without you; then stand right in for the sugar-loaf, keeping nearest the breakers from the shore, till you have the fort on your beam; then steer in for the carrang, or landing place, the passage into which lies close to a bluff red point, with a grove of trees on it.

A ship running for Bencoolen in a North-wester, should, after making Rat Island, bring it to bear S., and keep close to the reef, with the island S. by E. ½ E., pitch of the reef N. W., distance from the reef 60 fathoms, and close to the buoy in 8 fathoms, when she will be tolerably sheltered, and enabled to take the first opportunity of hauling into the basin.

By the treaty with the Netherlands of 17th March, 1824, Bencoolen, and the other British possessions on Sumatra, are ceded to the Dutch, in

exchange for Malacca, and the claims of the latter on Singapore. The British Government, moreover, engages that no establishment shall be made on the Carimon Isles, Battam, Bintang, Lingen, or any other island S. of Singapore, nor any treaty concluded with the Chiefs of those islands.

Trade.—Whilst this settlement was in our possession, the European imports were chiefly for the consumption of the Company's establishment. The commodities sent hither from India were principally piece-goods and opium; of late years this trade was altogether carried on by the country vessels. English goods were either sold by invoice, with an advance according to demand, or by auction, the charge for which was 7 per cent. The Company's chief object in trading here was pepper; but latterly much attention was paid to agriculture at Bencoolen, and the spice plantations have so thriven, that, in 1821, it was computed that the produce of nutmegs exceeded the average consumption of Britain by about 4000 lbs.

Duties.—With the exception of foreign opium, all imports were admitted free by Reg. 1819. The Dutch Government will probably assimilate the duties and regulations of this port to that of Java.

Pilotage Rates.—An European pilot was stationed at Rat Island; rates as follow:—

	IN.		OUT.	
	Doll.	*Suc.*	*Doll.*	*Suc.*
Rat Island basin, per 100 tons	5	0	5	0
Pulo Bay	5	0	5	0
Inner Roads	2	2	2	2

Vessels mooring in the basin to pay pilotage, whether pilot be employed or not; but vessels coming into the roads, or proceeding to Pulo Bay, were chargeable only when a pilot was employed.

Wharfage was charged to Government at the rate of 50 cash, or 4 annas per ton, computed as in the next article.

Boat Hire:—For landing or shipping goods, the charge was not to exceed 1 dollar per ton, to be computed thus:—grain, saltpetre, salt, or other heavy articles, 13 bags, of 164 lbs. each, to the ton; pepper, 16 Cwt. to the ton; wine, 2 pipes to the tun; beer, and other hogsheads, 4 to the ton; cases and bales by measurement, 50 cubic feet to the ton; lead, iron, steel, copper, tin, or other dead weight, 20 Cwt. to the ton. A ton of bar iron to pay 1 dollar 1 succ. For boats losing a whole day, double boat hire was chargeable. A boat carrying cargo to a vessel in Rat Island Basin, or the outroads, and receiving return freight, the proprietor of such freight to pay only half hire outwards.

Water Rate, one succoo per ton to Government.

Port Clearance, on certificate that the pilotage, &c. have been paid, was granted by the Secretary, on payment of a fee of 2 dollars on vessels exceeding 50 tons; no charge was made on vessels under that tonnage.

The aforegoing charges included all that were due at this port: what the charges are at present, cannot yet be known.

Provisions and Refreshments.—Provisions and vegetables of all kinds are very dear. Poultry scarce and dear. The mangosteen and other tropical fruits are met with here, but not in abundance. The water is very indifferent, and considered unwholesome.

Coins.—Accounts are kept in dollars, sometimes called reals, reckoned at 5s. sterling.

2 satallies	equal to	1 sooccoo.
4 sooccoos	"	1 dollar or real.

Weights.—The gold and silver weights are as follow:

				oz.	dwts.	grs.
30 coondees	equal to	1 keping	=	0	2	5.166
8 kepings	"	1 ringit	=	0	17	17.333
1½ ringit	"	1 tael	=	1	6	14

The Chinese weigh gold by the catty, which equals about 1 lb. 7 oz. 5⅓ drs.

The Chinese commercial weights are these:

10 hoots	equal to	1 sec.
10 sees	"	1 lee.
10 lees	"	1 cheh.
10 chehs	"	1 tael = 575½ grs. troy.
16 taels	"	1 catty = 1⅓ lb. avoird.
100 catties	"	1 pecul = 133⅓ lbs.

The following weights are occasionally used:

4 koopangs, or sooccoos,	equal to	1 mas = 39.87 grs. troy.
4 mas	"	1 pauh.
2⅝ pauhs	"	1 ringit.
1½ ringit	"	1 tael.
16 taels	"	1 catty = 1 lb. 7 oz. 5 drs. avoird.

Measures are the following:

Dry Measure.

4 chupahs	equal to	1 koolah = 252 cub. in.
800 koolahs	"	1 coyan.

The koolah is occasionally used as a weight, 17 being equal to the pecul. The coodee or corge is 20 baskets, except of tobacco, which is 40.

Long Measure.

2 tempohs	equal to	1 jankal = 9 En. in.

2 jankals	equal to	1 esto.	
2 estos	"	1 hailoh.	
2 hailohs	"	1 depoh	= 72 En. in.

The Chinese use the following:

10 hoons	equal to	1 choon.	
10 choons	"	1 cheoh.	
5 cheohs	"	1 gocheoh.	
2 gocheohs	"	1 tung	= 144 En. in.

Between Bencoolen and the S. extreme of Sumatra, are the under-mentioned places, from whence the Company drew supplies of pepper, and where they used to have residents:—

Saloomah, in lat. about	4° 12′ S, the average annual produce from	200 to 250 tons.
Manna, ditto	4° 25′ ditto	250 to 300 ditto.
Cawoor, ditto	4° 54′ ditto	80 to 90 ditto.
Crooe, ditto	5° 13′ ditto	170 to 180 ditto.

This produce varies of course as the seasons are more or less productive; but on an average of five years, it did not exceed the above quantity. Crooe is also celebrated for birds' nests, which are gathered in considerable quantities from some caves about four miles up the river.

There are a number of islands lying off the W. Coast of Sumatra, running in the same direction, at about the distance of 20 leagues, the principal of which are Pulo Neas, Se Porah, Poggy or Nassau Islands, and Engano; they are little frequented, and of course but imperfectly known.

PULO NEAS is the largest, most productive, and important of the whole range, and extends from latitude 1° 18′ N., nearly in a S. E. direction to 0° 28′ N; its inhabitants exceed 200,000, and are of a race very different from the Malays in general. Those in the N. differ considerably from those in the S. The island is divided into a number of small districts under Rajahs, who are independent of, and at perpetual variance with, each other; the ultimate object of their wars having been to make prisoners, whom they sold for slaves, as well as all others not immediately connected with them, whom they could seize by stratagem. These violences were doubtless encouraged by the resort of native traders from Padang, Natal, and Acheen, to procure cargoes of slaves, who are also accused of augmenting the profits of their voyage, by occasionally surprising and carrying off whole families. This trade has been greatly checked by the settlement established here by Sir T. S. Raffles in 1821.

The island possesses several rivers of considerable size, whose qualloes, or mouths, afford entrance to native vessels and boats. There are good harbours at the N. and S. ends; and there is anchorage for ships almost all along the E. coast.

Trade.—Considerable quantities of rice and paddy are annually taken hence by the traders, in exchange for iron, steel, beads, tobacco, and coarse piece-goods. Numbers of wild hogs are reared hère, and some parts of the main, especially Baroos, are supplied from hence with yams, beans, and poultry; neither buffaloes, cattle, nor horses are indigenous. Some of the Rajahs are said to have amassed from 10 to 20,000 dollars each, which are kept in ingots of gold and silver; much of the latter consisting of small Dutch money (not of the purest coin) melted down, and of these they make an ostentatious display at weddings and other festivals.

NASSAU, or POGGY ISLANDS.—These two islands are called the North and South Poggy, or Nassau Islands; Cape Cuddalore, the N. point of the former, is in latitude 2° 32′ S. They are separated by a narrow strait, called Se Cockup; the straits are about two miles long, and a quarter of a mile broad, and an excellent place for ships of any size to anchor, being perfectly secure from every wind. They have both inhabitants divided into small tribes, each occupying a small river, and living in one village. On the S. island are five, and on the N. seven villages, of which Kakap is reckoned the chief, although Labulabu is supposed to contain the greater number of people. Their houses are built of bamboos, and raised on posts, the under part of which is occupied by hogs and poultry. Sago constitutes the principal food of the inhabitants, who do not cultivate rice. Large red deer, hogs, and fowls are common, but they have neither buffaloes nor goats. They are strangers to the use of coin of any kind, and have little knowledge of metals. The iron bill or chopping-knife, called parang, is in much esteem amongst them; it serves as a standard for the value of other commodities, such as articles of provision. A metal coat button is of equal value in their esteem to a piece of gold or silver coin. On the N. island, near the entrance of the straits, are a few houses inhabited by some Malays from Fort Marlborough; they reside here for the purpose of building large boats, the timber and planks for which are found close at hand; the mountains being covered with various kinds of timber, amongst which are poon trees, of sufficient dimensions for lower masts to a first-rate man of war, and several sorts suitable for building ships of large burden.

ENGANO, the southernmost of the large islands fronting the W. Coast of Sumatra, is large, triangular, and the inland country high; its S. extreme is in latitude 5° 30′ S., and longitude 102° 29′ E. The N. point is in latitude 5° 15′ S., longitude 102° 25′ E. The N. coast is bold; no soundings from 3 to 5 miles off; the shore in some places rocky, but the beach mostly of sand. The island is very imperfectly known; all attempts

to open a friendly communication with the natives having hitherto proved fruitless. To the E. of it, near its southernmost point, are four small islands, which form an exceeding fine bay, with clear ground, good anchorage, and shelter from any wind for ships of any burthen. One of these islands is sandy, and there vessels may go in, and repair or careen with great facility, having four fathoms clear ground close to the shore ; there is also good running water, plenty of fine wood for building or repairing ships, and abundance of excellent fish, yams, and coco-nuts. The island is said to be well inhabited ; the houses stand singly in the plantations, are circular, about eight feet in diameter, raised about six feet from the ground on slender iron-wood sticks, floored with planks, and the roof, which is thatched with long grass, rises from the floor in a conical shape. They have a number of canoes, which are very neat, and in general contain six or seven men. A ship requiring refreshments should anchor so as to protect the boats and people, as the natives are very treacherous. The crew of the Union, wrecked here in 1815, were retained by them in captivity some time.

There are several bays on the South Coast of Sumatra, but they are seldom visited by Europeans, as they produce no articles of trade, and the natives, being very treacherous, are not to be trusted.

PALEMBANG.—This kingdom is of considerable importance, and its river one of the largest in the island, disemboguing itself by various branches into the sea. Its principal entrance is in latitude about 2° 52′ S., and longitude 104° 50′ E., opposite to the city of Palembang, which is 14 leagues from its entrance ; it is upwards of a mile in breadth, and is conveniently navigated by vessels drawing 14 feet water. Those of a larger description have been carried thither for military purposes ; but the operation is attended with considerable difficulty and danger, on account of the numerous shoals in the river, the lower parts of the country being flat and marshy, and overflowed during the rainy season.

The City of Palembang extends about 8 miles along both banks of the river, and is mostly confined to them, and to the creeks which open into the river. As the nature of the surrounding country, being overflowed in high tides, scarcely admits of roads, almost all communication is carried on by means of boats, which are seen moving in every direction.

The policy of this Government having always encouraged foreign settlers, the city and lower parts of the river are in a great measure peopled with natives of China, Cochin China, Siam, Cambodia, Patany, Java, Celebes, Borneo, and other eastern places.

Trade.—Very few articles of European or Indian produce are disposed

of at Palembang, its wants being supplied from Batavia. A few chests of opium and piece-goods form the principal part; the remainder consists of Spanish dollars, and for them alone tin can be procured.

Tin and pepper are the staple exports. The former is procured from Banca, and is delivered to the King at a fixed rate per pecul, and by him to the Dutch. It is stated that 3,000,000 lbs. are annually supplied to them, of which the greater part is sent to China, and the remainder to Europe. The pepper produced at Palembang is in general very foul, and considered inferior to what is brought from the W. side of the island, and that of Malabar. The other articles procured here, are diamonds, canes, and rattans. Of the first, it is stated that about 1000 carats are annually purchased by the Dutch, and of the latter from 70 to 100,000 bundles per annum, which are principally sent to China. Palembang is much frequented by proas from Macassar, Borneo, Bally, and Java, which bring rice, salt, and some few cloths manufactured to the eastward, and worn by the Malays, taking in return opium and other Indian commodities.

Late accounts represent the trade as declining. Siamese salt is excluded in favour of that from Java, and a heavy tonnage duty on the Chinese junks diminishes this branch of the trade.

Duties.—No regular traffic being permitted here, presents only are necessary to the Dutch Resident, and the Shabundar or King's Minister, according to the business likely to be transacted. On your arrival in the roads, send your long boat into the river (for water), and send accounts of the ship's arrival to the Governor. The fishermen will let the natives know of your arrival; and if the Governor means to do any business, you will have accounts in the course of three or four days; but should he not be prepared to deal with you, no time should be lost in getting your boat on board, and proceeding to sea.

Coins.—The currency of the country, and the only money allowed to be received at the King's Treasury, is Spanish dollars; but there is also in general circulation a species of small base coin, called petis, which are cut out of plates composed of lead and tin; and having a square hole in the middle, like the Chinese cash, are strung in parcels of 500 each, 16 of which are equivalent to a Spanish dollar. Accounts are kept in rix dollars (a nominal coin) of 48 stivers; the exchange between Spanish and rix dollars being five of the latter for four of the former.

Weights.—Here, as well as at all other places where the Chinese have settled, their weights have become in common use. In weighing gold, the tale is considered as the tenth part of the catty, or equal to the weight of 2¼ Spanish dollars. The catty weighs 11 oz. 15 dwts. 14 grs., troy.

The commercial weights are the ganton, baly, and copang ; 10 gantons make 1 baly, (about 60 catties, or 81⅜ lbs. avoirdupois), and 80 balies 1 copang. By this measure rice is also sold.

The goelack of pepper is 1¼ catty, or 27 oz. avoirdupois ; but the weight used by the Dutch Company is the pecul, which is equal to 133 lbs. avoirdupois.

BANCA.—This island is nearly opposite the various mouths of Palembang River. The passage between it and Sumatra is called the Straits of Banca, and extends in an undulating course about 34 leagues. Monopin Hill, which answers as a guide to ships approaching the island, is in latitude 2° S., and longitude 105° 14′ E., about 2 leagues S. W. from which is Mintow Point, the W. extremity of Banca. The principal town is a short distance to the E. The best anchorage is in 10 or 11 fathoms, about three miles off the town, Monopin Hill bearing N. 10° E. and Mintow Point N. 82° W.

This island is famous for its tin mines. They are worked by a colony of Chinese, consisting of upwards of 20,000 persons, under the nominal direction of the Sultan of Palembang, but for the account and benefit of the Dutch Company, and the Sultan is under a standing contract to furnish them with the tin produced, at a fixed rate per ton ; but the enterprising spirit of private merchants finds means to elude their vigilance, and the annual export amounts to from 40,000 to 60,000 peculs. It is the only export they possess. The island is said to produce gold and silver, but the Sultan will not suffer the mines to be worked.

TRADE.—The Sultan and the Dutch Resident live at Palembang : with the latter some business may be transacted; in case he should decline trading, you must endeavour to find out the agents of the Princes of Banca, and those of the Caranga, or Prime Minister, who have always carried on an illicit trade, in opposition to the Dutch and the Sultan. Access may be had to the Datoo at Mintow, on observing certain ceremonies, which the commanders of Dutch cruisers expect from strangers. It is necessary to cut through some of the slabs of tin, as iron shot and stones are often in the middle of them. Opium is usually brought by the country ships frequenting these Straits ; but nothing will secure tin but Spanish dollars. There is another place for tin, called Yre Mass, at the N. end of Banca ; and you deal chiefly with the Captain Chinaman, who resides there.

Small ships or vessels passing through the Straits of Banca, ought always to be upon their guard to repel any attack that may be made by the piratical proas, numbers of which lurk about the mouths of the rivers on the Coast of Sumatra, to surprise defenceless vessels.

JAMBEE.—This river is of considerable size. The town of Jambee is about sixty miles from the sea.

TRADE.—The trade consists chiefly of gold-dust, pepper, rattans, and canes; but most of the gold proceeds across the country to the W. coast; and the pepper, like that of Palembang, is not held in esteem. Sometimes a trading ship from Bengal endeavours to dispose of a few chests of opium; but the masters scarcely ever venture on shore, and deal with such of the Malays as come off to them at the sword's point, so strong is the idea of their treacherous character.

INDRAGIRI.—This river is about a degree to the N. of Jambee, and is navigable a great distance; sloops tide it up for five or six weeks, as they assert, anchoring as the ebb begins to make. It is but little frequented.

SIAC.—This river, which is the most considerable on the island, empties itself into the sea, nearly opposite to Malacca, in latitude about 1° 40′ N. Opposite its entrance are several islands. From the place where it discharges itself into the Straits of Campar, or Bancalis, to the town of Siac, is about 65 miles, and from thence to a place called Pakanbharu, is about 100 more. The width of the river is in general from about ½ to ¾ of a mile, and its depth from 7 to 15 fathoms; but on the bar at low water there are only 15 feet, and several shoals near its mouth; the tides about 11 feet at the town. Not far within the river is a small island. According to the information of the natives, the river is navigable for sloops to a place called Panti Chermin, being eight days' sail, with the assistance of the tide, and within half a day's journey by land, of another named Patapahan, which boats also of 10 to 20 tons reach in two days. This is a great mart of trade with the interior, and here its merchants resort with their gold.

TRADE.—The commerce is chiefly carried on by kling vessels, as they are called, from the Coast of Coromandel, which are supplied, generally at Pinang, or Singapore, with the following articles, which, with the piece-goods brought from the coast, find a ready sale here:—Brass wire, coarse cutlery, China ware, gunpowder, iron, looking glasses, lead, muskets, opium, salt, steel, and tobacco.

In return they receive brimstone, camphire (head), bezoar stones, dammer, elephants' teeth, gutta gambir, gold-dust, rattans, sago, and wax.

Between Siac and Diamond Point is the river Arakan, or Rakan, by far the largest in the island; it may be considered as an inlet of the sea, and is navigable for sloops to a great distance from the sea; but from the danger apprehended from the natives, it is scarcely at all known to Europeans.

On this part of the coast are prodigious numbers of wild swine,

which, when killed and salted, make excellent food, and form a considerable article of trade.

BATOOBARRA is on the banks of a river, nearly opposite the Two Brothers, in latitude about 3° 25′ N., and navigable by small vessels at high water; but the unfriendly disposition of the natives prevents Europeans frequenting it: they therefore carry their produce in their own proas to Prince of Wales's Island, or Singapore.

PULO VARELLA.—This island is in latitude 3° 47′ N., and longitude 99° 36′ E., about 20 miles from the Coast of Sumatra. On the S. E. part is anchorage, where plenty of fire-wood may be got. This island being frequented by turtle, ships becalmed near it sometimes send their boats on shore to obtain a few of them; the crews ought to guard against the perfidy of the Batoobarra people, who frequent the island to look out for plunder, or to dry their nets, and who have more than once made slaves of the crews of boats that have landed to procure wood and water.

The N. point of Sumatra, extending from Diamond Point, its N. E. extreme, to Point Pedro, its N. W. extreme, is denominated the Pedir Coast; in which space are numerous towns and villages, the principal of which are Telisomaway and Pedir. The whole of this coast affords safe anchorage during all the year.

TELISOMAWAY is situated at the bottom of a bay to the S. E. of a point of the same name, and is known by a square clump of trees on its extremity, which makes it resemble an island, when first seen. The fort is situate near the mouth of a river, close to which are the town and bazar. The anchorage is about half a mile from the shore, the town bearing S. W. by W. and the Point N. 15° W. The lawful King of Acheen has taken up his residence at this place.

Besides Telisomaway and Pedir there are many trading places on this coast, as Batoo, Bengala, Chilaw, Gingeea, Ire Laboo, Sawhon, Durian, Gadee, Mardoo, Sambelangun, Jonga, Passangan, and Papeir, the produce of which places is usually carried to Acheen, or Pedir.

PEDIR, whence the coast takes its name, and in which the trade of all the other places W. of Telisomaway centres, is situated up a small river, which boats may enter at low water, neap tides, but not until a quarter flood on the springs; for then there is a considerable surf on the bar. The marks of anchorage are Pedir Point, which is in latitude about 5° 29′ N., bearing N. W. and the entrance of the river, which is not very conspicuous, S. S. W., distance about two miles.

TRADE.—A considerable trade is carried on with Penang and Singapore, both by means of proas and coasting vessels from Coromandel, Bengal, and

other parts of India. Many Chulias, chiefly from Najore, make an annual voyage with cloths, salt, &c. A small vessel also comes from Surat, or Bombay, with about 200 bales of cotton. Those from Penang and the Eastward bring opium, iron, fire-arms, gunpowder, and other necessaries. The chief articles of produce are betel-nut and rice, (10,000 tons of which are said to have been exported in one year from this coast), with a small quantity of pepper. A few catties of gold-dust are collected from the beds of the rivers, and brimstone and camphire are sometimes to be bought. They manufacture silk and cotton cloth, which is very durable. Mats of all kinds are made, and filagree and embroidery followed. The staple product is betel or areca nut, of which Pedir produces for exportation about 40,000 peculs annually. In the year 1821-22 upwards of 16,000 maunds were imported into Calcutta from the Coast of Pedir.

The following is a list of India goods suitable to the market on the Pedir Coast, with the quantity of each particular article which should form an assortment.

Blue Cloth	9 call	100 corge.	Negapatam salt	50 garce.
Ditto	7 and 8 ditto	100 ditto.	Jaffnapatam tobacco, 1st sort	20 candies.
Blue Suckertoons, gold head		20 ditto.	Ditto 2d do.	60 candies.
Brown cloth	8 and 9 call	100 ditto.	Iron, broad bars	500 maunds.
White ditto	8 and 9 ditto	150 ditto.	Patna opium	30 chests.

Duties.—The only duty collected is 4 per cent. on exports; but certain voluntary contributions are expected. The Rajahs of Pedir profess a nominal obedience to the King of Acheen, but a force is necessary to obtain the revenue. It is dangerous to transact business on shore, except with the principal merchants. It is a common custom to buy and sell on board ship. The present Rajah attends to business.

Provisions and Refreshments.—Buffaloes and poultry are in abundance, particularly ducks and fowls, which are reasonable; likewise tropical fruits, similar to those at Acheen; and the sea supplies various sorts of fish.

Coins.—Spanish dollars are the principal currency; the other coins are nearly similar to those at Acheen.

Weights.—The Pedir catty weighs 37 Spanish dollars; and the bahar is equal to 424 lbs. avoirdupois.

SECTION XXV.

JAVA.

THIS island is separated from that of Sumatra by the Strait of Sunda. The length of this channel on the Sumatra side, from Flat Point to Hog Point, is about 20 leagues, and on the Java side, from Java Head to Bantam Point, about 25 leagues. There are several islands in the Strait, the principal of which are Hippins, or Prince's Island, and Cracatoa.

PRINCE'S ISLAND, called by the Malays Pulo Selan, is in the mouth of the Strait, about 2 leagues from Java, and 6 from Sumatra; its N. end is in latitude 6° 27′ S., and longitude 105° 15′ E.; on its S. E. part is a peak, by which it is known. The common anchorage is on the E. side of the island. There is a bay on the S. W. side, into which two small rivulets of fresh water empty themselves. There is a town called Samadang, consisting of about 400 houses, divided into two parts by a small river. This island was formerly much frequented by the India ships of many nations, especially the English, who have of late forsaken it, and touch either at North Island, or Anjerie Point.

Provisions and Refreshments.—Here may be got some excellent turtle, large fowls, small deer, not larger than a rabbit, larger deer, about the size of a sheep; many kinds of fish tolerably cheap. Coco-nuts, plantains, pine-apples, water melons, jacks, and pumpkins, besides yams and many other vegetables are plentiful, and at reasonable rates. The water is procured from a rivulet in a small sandy bay, at the easternmost part of it, where a path is cut through the woods to the place where you fill, about 100 yards up, but very convenient for rolling the casks; but if you fill below, though at low water, it will be brackish.

CRACATOA.—This island is remarkable for its peak, and is in latitude about 6° 9′ S., and longitude 105° 25′ E. On its N. side is a very convenient watering-place; about a quarter of a mile from which there is also a Malay town, where supplies, nearly the same as at Prince's Island, are to be procured. Abundance of turtle frequent the shores of this island.

ANJERIE, or Anjer village, is in latitude 6° 3′ S., longitude 105° 54′

E., about two leagues to the E. of the fourth point of Java, and is not easily perceived coming from the W., being situated in a bay, where the houses are scattered amongst the coco-nut trees; it is nearly obscured by them, and by a chain of high hills inland, the easternmost of which is a sharp peaked hill, called Anjerie Peak, directly over the houses. The common anchorage is in from 9 to 14 fathoms abreast of the village.

Provisions and Refreshments.—Buffaloes, hogs, poultry, and fruits are to be procured at reasonable rates; turtle is occasionally to be had; pine-apples, oranges, mangosteens, and other fruits are in abundance. The spring from which the water is filled, is only separated by a narrow slip of land from the sea; it is but indifferent. Ships therefore prefer watering at North Island, where the water is excellent.

NORTH ISLAND is close upon the Sumatra shore, without the Strait; it is about two miles in circumference, in latitude 5° 41′ S., and longitude 105° 49′ E. It used to be much frequented for wood and water; but the treachery of the Malays has occasioned the preference to be given to Anjerie Point. Should a ship stop here, wood should be cut from the island. The water is procured from the main, about 500 yards from the beach. Care should be taken that the people do not go far from the water-side, or they will be cut off. The Malays bring off turtle, fowls, coco-nuts, pumpkins, yams, &c. in their proas to the ship, and sell them at reasonable prices.

BANTAM.—This city is seated at the bottom of a large bay formed by St. Nicholas or Bantam Point, which is in latitude 5° 52′ S., and longitude 106° 2′ E., and Point Pontang; there are many small islands in the bay, mostly uninhabited. The marks for anchorage are Bantam Hill S.S.W., in 6 fathoms water.

The city is about one mile from the sea-side, between the branches of a river, about 180 feet over at its mouth, so very shallow, that at low water a common ship's boat does not lie afloat in it; at high water and in spring tides it is from 5 to 7 feet deep. Though this is called Bantam River, it is properly only a branch of it; the river itself is divided above the town into three channels, of which this is the middle one; the other two run into the sea, about a league off on each side. The houses in the town are scattered without regularity, and round each is a plantation of coco-nut trees; the whole surrounded by a paling of split bamboo, by which each family is separated from its neighbour.

The King of Bantam, although a vassal to the Dutch Company, is a sovereign Prince, uncontrouled in his authority over his own subjects; but is restricted from entering into any alliances or engagements with any

European or Indian power, as likewise from selling the productions of his territories to any other than to the Company.

TRADE.—The commerce carried on between Bantam and other parts of India and China is very trifling, the trade centering in Batavia, to which the pepper, and other produce of the territories of the King of Bantam, are sent, and from whence the foreign articles necessary for the consumption, are imported.

COINS.—Those current are Spanish dollars, ducatoons, rupees, schillings, dubbeltjees, doits, and cash; the King having no coin of his own. The cash vary in their value. Accounts are kept decimally, thus:—

10 Peccoes	equal to	1 Laxsan
10 Laxsans	"	1 Catty
10 Catties	"	1 Uta
10 Utas	"	1 Bahar.

The peccoe should contain 1000 cash, but they are frequently deficient. The price varies from 25 to 35 per Spanish dollar.

WEIGHTS.—The weight for gold, musk, &c. is the tale, equal to 1055 English grains; nearly double the Chinese tale.

Of the great weights 100 catties make a pecul; and 3 peculs 1 bahar, which weighs 396 lbs. avoirdupois: but the bahar of pepper is 200 k or goelacks, and weighs 375 lbs. Dutch troy, or 407 lbs. avoirdupois. A coyang of rice is 200 gantams. The gantam is 8 bamboos, or 32 catties. The coyang weighs 8000 lbs. Dutch troy, or 8681 lbs. avoirdupois.

The pecul at Cheribon weighs 125 lbs. Dutch troy, or 135 lbs. 10 oz. avoirdupois; and the tiayang of rice is 2000 catties, or 2640 lbs. avoirdupois.

MEASURES.—The long measure is the hasta, which is 18 English inches.

For further information consult the ensuing article.

BATAVIA, the principal settlement of the Dutch in the East Indies, and to which all others are subordinate, is situated at the bottom of a large bay formed by the points Ontong, Java, and Crawang, and is in latitude 6° 9′ S., and longitude 106° 52′ E. It is considered one of the best harbours in India, having a number of small islands about two or three leagues from the city, which shelter the bay from N. W. to N. E., the principal of which are Onrust, Edam, Cooper's Island, and Purmerend. Large ships generally ride at single anchor in the roads, at about $1\frac{1}{2}$ mile from the shore, in six fathoms, the dome of the principal church bearing about S.; but smaller vessels approach within a mile of the shore. Fronting the small

river, or canal, which leads to the city, there is a bar, on which there are about three feet at low water. The channel for boats to enter, is to the E. of the bar; and as there is at times a surf upon it at low water, when blowing strong in the N. W. monsoon, strangers ought not then to send their boats to the river, as many have been overset upon the bar, and the crews devoured by alligators, which are here of a large size, and very numerous.

The City of Batavia is an oblong square, the longest way facing the E. and W. about one mile, and the shortest facing the N. and S., about ¾ of a mile broad. Through the middle of the city, from N. to S., runs the river Jaccatra, over which are three bridges, one at the upper end of the town; another at the lower part, near the Castle; and the third about the middle, being thence called the middle point bridge. The breadth of the river within the city is about 180 feet; it runs into the sea, past the Castle and the Admiralty wharf. On both sides of the mouth are long piers of wood and brick-work, about 3800 feet in length, taken from the moat of the city. The vessels belonging to the merchants are laid up and repaired between these piers, on the W. side; but along the E. side, the passage is kept open for the lighters, which go in and out of the city with the cargoes of the ships. At the outward point of the E. pier there is a shed, which serves for a stable for the horses which draw the small vessels and boats up and down the river.

The Island of Onrust is about three leagues N. W. from Batavia, and is nearly round. It rises six or eight feet above the surface of the sea, and is of small extent, being about 4800 feet in circumference. In the centre of the island, and within the fort, stand the warehouses and other buildings, likewise a small church. The warehouses are generally full of goods of various kinds. On the N. side of the island are two saw-mills; and on the S. side there is a long pier-head, on which are three large wooden cranes, erected for the purpose of fixing or unstepping masts. Three ships can lie here behind each other, alongside the pier, in deep water, to be repaired, or to receive or discharge their cargoes. There is another pier, a little more to the W., called the Japan pier, where one more ship can lie to load or unload. There are 20 feet of water or more against the piers, and it rises about 5 feet once in 24 hours. All ships that require it, are hove down at the wharfs along the piers, and receive every reparation with convenience, safety, and dispatch.

Edam is about three leagues N. N. E. from Batavia; it is very woody, and has abundance of large and ancient trees.

Cooper's Island is about 1600 yards from Onrust, and about one-third

less in size. There are two pier-heads, where vessels may load and discharge at its south side.

The Island of Purmerend is to the E. of Onrust, and about half as large again. It is planted with shady trees, and in the centre is a large building, which serves for a hospital, or lazaretto.

Trade.—The commerce of Batavia, previous to our conquest of the island in 1811, was conducted upon the exclusive system. The vast improvements, commercial and financial, introduced during our retention of the island, are ably stated, with the description and resources of Java, in Sir T. S. Raffles's History of the Island.

The coasting trade is carried on by Arabs, Bugis, and Chinese, who are enterprising and in general fair traders. The Bugis import camphire (Baroos), tortoiseshell, birds' nests, bees' wax, sarongs (cloth of strong texture), and gold dust; which they barter for opium, iron, steel, European chintz and broad cloth, and Indian piece-goods, besides rice, tobacco, salt, and other Javan products. The Chinese navigate brigs as well as junks. They carry on, besides a coasting traffic with the neighbouring islands as far as the Moluccas and Timor, a considerable direct commerce between Java and China in junks. They bring, from Canton and Amoy, teas, raw and manufactured silk, China ware, sweetmeats, nankeen, paper, and various minor articles; they convey also industrious settlers, who acquire considerable wealth in the island. The return cargoes, in Javan produce, and the supplies required from the islands, amount to a very considerable sum. A trade with China is also carried on by the European residents at Java. Previous to the restoration of this possession to the Dutch, a very extensive traffic was carried on by English country vessels from the three Presidencies, bringing opium, piece-goods, &c. and returning with gold-dust, bees' wax, tin, Japan copper, camphire, sago, and teak timber, which is plentiful here, and considered superior to that of Pegu or Malabar.

The exports to Europe are sugar and coffee, of superior quality, produced here, and likewise pepper; besides tin, (which promises to be a large item, as mines have just been discovered and opened in the Island of Billiton), sago, Japan copper, spices, ivory, sticklac, long pepper, cubebs, tortoiseshell, gold, diamonds, Sapan wood, ebony, rattans, indigo, &c. Among the imports from Europe most in esteem with the Javanese during our occupation of the island, were iron and piece-goods; the imports of the latter description of British manufactures increased rapidly, and entirely superseded the fine Indian cottons. A trade exists between Japan and Java, and is the only channel of intercourse between Europe and that country. It is exclusively confined to the Government of Java.

By a regulation of the Netherlands Government in 1818, trade with its Indian possessions, except the Moluccas, is declared free and open to all friendly nations. This concession is, however, clogged with restraints. All vessels bound to Java from Europe, America, or European possessions in Asia and Africa, are not permitted to enter and unload in any other port than Batavia, unless by special permission they are allowed to proceed to Samarang and Sourabaya. Ships lading at either of these three ports, must receive their entire cargoes at the port of clearance. The article of opium is importable into Java only.

Duties.—The customs on imports and exports have been so frequently altered to meet existing circumstances, that it is difficult to furnish a correct statement of them. By a Proclamation of 1818, the following duties were fixed for Java and Madura:—Opium, Bengal, 350 guld. per chest; other opium 200 guld. All other goods imported in Netherlands vessels, 6 per cent. In foreign vessels, cleared out in the Netherlands, 9 per cent. In foreign vessels coming from foreign ports, 12 per cent. The invoice value to be increased 30 per cent., or if too low in comparison with other invoices, to be *improved* by the owner, or the duties charged according to the market prices. But by a decree of 1819, the productions of the Netherlands (provisions excepted) imported into Batavia in Netherlands bottoms, are declared free of import duty. The export duties are the same as on imports, calculated on the *market* prices of the goods, except the following, which are subject to specific duties, *viz.*

		Foreign Ships.	
	Netherland Ships.	To Netherlands.	Elsewhere.
	Guld.	*Guld.*	*Guld.*
Coffee, per pecul of 125 lbs. Dutch	2	3	4
Pepper, per ditto	1	1½	2
Sugar, per ditto	1	1½	2
Arrack, per leager, 1st quality	10	10	10
——— 2d ditto	8	8	8
——— 3d ditto	6	6	6
Rice, per coyang	3	3	3
Horses, each	20	20	20

The following are free of *import* duties:—Coin of gold and silver, manufactured gold, and silver bars, &c., jewels and precious stones, horses, cattle, sheep, goats, and baggage. Free of *export* duties:—Coined gold and silver, jewels and precious stones, salt, baggage.

By proclamation of 1822, the following provisions are made :—

Art. 1.—All goods being the production of places in the Eastern Archipelago, and under the Netherlands dominion, or under the dominion of Indian Princes and nations, with whom the Netherlands Government is on amicable terms, immediately imported from these places without having touched at a foreign port, in Java or Madura, in Dutch ships, or native vessels on an equality with those ships, shall be free of import duties.

Art. 2.—All goods mentioned in the foregoing article, imported in Java and Madura in foreign vessels, or in Dutch ships, or native vessels on an equality with them, not immediately, and not without touching a foreign port; and likewise all other goods not falling under the terms of Article 1st, on their importation on the Islands of Java and Madura, remain subject to the full payment of the existing import duties.

Art. 3.—In general goods exported from Java shall pay for exportation duties, two per cent. of their value, estimated at the market prices, whether loaded in Dutch or foreign vessels, or whether going to Dutch or to foreign ports, provided that with respect to some goods, no special orders have been given, or shall be given, or enacted by these presents.

Art. 4.—Until the completion of the general tariff, for the collection of the import and export duties in Netherlands India, the following exportation duties shall be collected on the under-mentioned goods, viz.

	In Dutch Ships.	*In Foreign Ships.*
On camphire, (Japan), per catty	3½ guld.	7 guld.
Copper, (Japan), per pecul	3½ ditto	7 ditto.
Mace ditto	10 ditto	20 ditto.
Cloves ditto	9½ ditto	19 ditto.
Nutmegs ditto	9½ ditto	19 ditto.
Coco-nut or cadjany oil	1½ ditto	3 ditto.
Tin, per pecul	2 ditto	4 ditto.
Birds' nests, 1st sort,	475	950
——— 2d sort,	316	632
——— 3d sort,	237	474

Art. 5.—All goods exported from Java and Madura, in Dutch or native vessels, or on equality thereto, shall, on application of the owner, be provided with a certificate, in proof that the duties have been paid, on which certificate these goods are allowed to be imported in all the Netherlands possessions in India, and brought back from thence to Java, without paying any duty, as long as they shall be accompanied with their original certificate,

Art. 6.—An entrêpot shall only exist at Batavia, with exclusion from henceforth of sugar, which no more shall be received therein.

The fees of the entrêpot are hereby fixed at a quarter of the duties for importation.

Art. 8.—At all Dutch possessions in India, equal duties on importation shall be levied as in Java and Madura; wherefore, henceforward on all goods about which as yet no fixed regulations are made, import duties shall be paid—

When they shall be imported in Dutch ships, or native vessels considered equal therewith, six per cent.; and when imported in foreign ships, or ships navigating under Dutch colours, and belonging to owners residing in India, but coming from ports belonging to foreign Potentates, and situated in Europe or in America, twelve per cent. Calculated after the stipulations expressed in the Regulations of August, 1813.

Art. 10.—The duty levied at present at the different settlements out of Java and Madura on exportation of goods, shall continue till other arrangements respecting them shall be made, with exception alone of such goods as are the productions of the soil, or of the industry of the inhabitants in those settlements, on which goods, when exported to foreign ports, the double exportation duty shall be paid, which, according to the existing regulations, are not levied on them when exported to a Dutch port, or to ports belonging to native Princes in amity with the Dutch Government, Siam included.

Art. 15.—By the above, it is not understood that any alterations have been made, either in the regulations now in vigour at the places or harbours in Netherlands India, which may or may not be touched at, or in the existing regulations on the trade and navigation in Netherlands India in general; all which must be considered to remain in full force, till other orders shall be given.

Art. 16.—No seizures of any goods shall take place, except in cases of evident fraud, and wilful intention to avoid payment of duties, and all contraventions, neglect of formalities required by law; and such like trespasses, when accompanied by any aggravated circumstances, shall henceforward be punished by a fine of one to three per cent. on the value of the goods, according to circumstances; and those fines will in singular cases be reduced below one per cent. on the value of the property; or at five and twenty florins to Europeans, and at ten florins to natives.

N. B.—Opium is excepted from the aforegoing provisions.

Shippers in foreign vessels destined to the Netherlands, in addition to regular duties, must deposit the surplus paid by foreign ships destined *elsewhere*, which will be refunded on their arrival at the Netherlands.

The importation of cloves, nutmegs, and mace, and likewise of warlike stores, is prohibited.

By a Batavian edict, dated February, 1824, all woollen and cotton goods, the manufacture of foreign countries westward of the Cape of Good Hope, imported direct from such places in foreign or Netherlands bottoms, are subject to a duty of 25 per cent. on the value; and if imported from any foreign settlement eastward of the Cape, 35 per cent. The values to be regulated by a price current drawn up every three months.

The duty on goods brought by Chinese junks is so much per junk, varying from 2000 to 6000 guldens. These vessels are confined to Batavia.

Vessels in distress, or that anchor in the roads, pay customs only on the goods sold at the port. Goods transshipped are subject to the full and highest duties. Goods may remain a year in store, subject to rent.

Regulations.—These are very multifarious and minute. A particular account of cargo must be delivered at the Custom-house within 24 hours after arrival, which must be verified on oath, testifying that no attempt to defraud the Government is intended. This account must be accompanied with all the original ship's papers. The cargo cannot be landed without a regular permit by the proper officer, nor take place before sun-rise or after sun-set. The officers may be present at loading or discharging of cargoes, and may examine ships, but are forbidden to harass traders, and are required to give information and assistance. Previous to sailing, the intention of departure must be expressed, and a duplicate manifest given at the Custom-house, with all permits received. After the necessary certificates are obtained from the collector, and have been laid before the water-fiscal, the commander, chief officer, and supracargo, must join in an oath that the manifest is correct, and that no fraud has been practised, or is intended. A passport is then given by the magistrate, or resident.

The penalties on breach of the regulations are forfeiture of goods, and fines. Those who wilfully oppose or annoy Custom-house officers in discharge of their duty, are punished with scourging, banishment, or fines.

Commanders or supracargoes are required to wait upon the harbour-master as soon as possible. This officer may go on board vessels, to muster crews, and compare the muster-rolls. No vessel may clear without a clearance from the harbour-master.

The following are the questions to be filled up in the harbour-master's hailing letter on arrival:—Flag of ship?—name?—broker?—how manned?—how armed?—where from?—when sailed?—at what places touched?—where bound?—what cargo?—names, country, profession, age, and last residence of passengers?—state of health?—important tidings?

No ballast can be thrown overboard in the roads.

All vessels sailing under the Dutch flag, (but belonging to the Colony), when cleared out from foreign European or American ports, pay the same import duty as foreign ships from foreign ports.

Anchorage Rates.—Vessels not owned in India, *viz.* Netherlands ships, 15 stivers per last of measurement; foreign ships, 1 gulden. These dues are not required more than once in six months, even though the vessel enters other harbours. The shipping dues are said to be levied on vessels anchoring in the roads merely for water and refreshment.

Port Clearances.—Vessels not belonging to Netherlands India, *viz.* clearance, 5 guldens; stamp, 2 guldens 21 stivers.

Water Rates, &c.—The harbour-master supplies fire-wood and water; the tariff of charges hangs in his office open to the public.

Provisions and Refreshments.—Bullocks, hogs, and sheep are to be procured here, with poultry, vegetables, and fruits in abundance. Buffaloes are very poor, and weigh 80 to 100 lbs. each; hogs, of the China breed, and very excellent, 70 to 80 lbs. each; sheep, the flesh of which is hard, tough, and in every respect bad; goats, which are, if possible, worse than the sheep; fowls are in general of a large size, very good, and in plenty; ducks and geese are very cheap, but turkeys are extravagantly dear; fish is amazingly plentiful, and yams are very good. Of fruits they have the following:—Custard apples, durion, grapes (scarce), guavas, limes, lemons, mangosteens, mangoes, oranges, pomegranates, pumplenoses, plantains, papaw apples, pine-apples, pumpkins, tamarinds, and water melons.

Coins.—A new monetary system has recently been established in Java by the King of the Netherlands. A brief account of the former system may, however, still be useful.

Accounts were kept in rix dollars, an imaginary money, containing 48 stivers, and valued at 5s. sterling. But the currency consisted of the following coins:—rupees of 4 schillings, 12 dubbeltjees, 15 cash, 30 stivers, or 120 doits. The rupee valued at 3s. 1½d.; and the stiver at 1¼d. Half doit, doit, and 2 doit coins of copper were in circulation.

In the new system, the monetary unit is the new gulden or florin of the Netherlands; but instead of decimal divisions, it is here divided as follows:—

4 doits	equal to	1 Indian stiver.
5 doits	"	1 Dutch stiver.
2 Dutch stivers	"	1 dubbel.
3 dubbels	"	1 schilling.
4 schillings	"	1 gulden.

A paper currency has been also established, consisting of billets of 1000, 600, 300, 100, 50, 25, 10, 5, and 1 guldens; which are convertible into specie on demand. For this purpose, Exchange Offices are erected at Batavia, Samarang, and Sourabaya; the two latter issue no paper of greater value than 100 guldens.

The principal coins of the island are patacks and cash. The patack is equal to 6 mace, or 24 cash. There are also pieces called pities, composed of 4 parts lead and 1 part tin, 50 of which make 1 stiver.

The rates at which foreign coins pass here are subject to variation; they are mostly valued, both silver and gold, according to weight and fineness. The following coins are current, and their value is established by the Government at the rates of exchange here specified:—

The pound sterling at	10	guldens	100 Arcot or Madras and Surat rupees	105	guldens
The 5 franc piece of France	2	"	The star pagoda	4	"
The Danish dollar	2	"	The Chinese tale	3½	"
The Portuguese milrea	3½	"	The Spanish dollar	66	stivers
100 Sicca rupees	110	"			

Weights.—Gold and silver are weighed by the Dutch mark troy, divided into 9 reals, each weighing 422 grains English, taking the mark at 3798 grains, which, according to Dr. Kelly, has been recently determined to be its true value at the London Mint, from attested standards transmitted from abroad.

The Dutch troy pound of 2 marks is used generally in foreign trade, but the Chinese weights are those in common use, *viz.*

16 tales......equal to......1 catty = 1¼ lb. Dutch troy.
100 catties ... " ......1 pecul = 125 lbs. Ditto, or 135 lbs. 10 oz. avoir.
3 peculs ... " ......1 small bahar.
4½ peculs... " ......1 large bahar.

The small bahar is equal to 406 lbs. 14 oz., and the large bahar to 610 lbs. 5 oz. English avoirdupois. Examination and comparison are, however, necessary to guard against deception.

Measures.—Rice and other grain are sold by the coyang, which should weigh 3300 lbs. Dutch troy, or 3581 lbs. avoirdupois; or in small quantities by the timbang of 5 peculs, or 10 sacks. There is also the kulack of 7¼ catties; and the last of 46 measures, each containing 5 gantons.

The liquid measure generally used is the kanne, containing 91 English cubic inches: thus 33 kannes are equal to 13 English gallons. A leager of wine is reckoned 360 rands, each rand 10 mursies; and a leager of arrack 396 rands.

A vorm of firewood is 225 feet long, and 4 feet high. The ell of stone is 10 inches long, 5 broad, and $2\frac{1}{2}$ thick.

Of Long Measure, the ell is 27 English inches; and the foot, 12 thumbs, or inches, Dutch or Rhineland measure, equal to 12 inches English.

Along the north coast of Java are many towns and villages; the principal of which are Cheribon, Samarang, Japara, Joana, Grissee, Sourabaya, Passourwang, and Panaroukan.

CHERIBON.—This town, in longitude 108° 26′ E., is about 35 leagues to the E. of Batavia, and lies at the bottom of a large bay. Ships anchor to the N. E. of the fort, in $3\frac{1}{2}$ to 5 fathoms water, at about 2 leagues from the shore. Here is a river, having two branches, which fall into the sea a short distance from each other; the country vessels, drawing from 4 to 6 feet water, are obliged, in coming in, or going out, of the principal branch, to wait for high tides, the bar having only $2\frac{1}{2}$ feet on it at low water. On the right bank of the river, near the sea-side, stands the fort, which is small. The town is large; the principal houses are surrounded with gardens, and have a picturesque appearance.

Trade.—There are a number of Chinese resident here, and a considerable trade is carried on in the produce of this part of the coast, which consists of coffee, cotton, indigo, sugar, timber, and pepper.

Provisions and Refreshments of all kinds are in abundance, and at reasonable prices.

SAMARANG.—This town, which is the principal on the island next to Batavia, is at the bottom of a bay, in latitude 6° 57′ S., and longitude about 110° 25′ E., situated on the E. side of a river of the same name, which has a bar, having on it, at low water, not more than two feet. It is strongly fortified, and has a small neat church. The Government house is facing the river; the warehouses and workshops stand in a row under one roof to the S. W. of the town by the river's side; they are about 300 feet long. The Chinese and Javanese towns are on the W. side of the river, and that of the Bougis to the E. A bridge is thrown across the river from the fort, leading to the usual residence of the Governor, which is a large and handsome building.

The shoalness of the coast makes the road of Samarang inconvenient, both on account of the great distance at which large ships are obliged to lie from the shore, and of the landing in the river, which cannot be entered before half-flood. The anchorage is with the flagstaff bearing S. S. E. and the high land of Japara N. E. by E. in five fathoms, about three miles from the shore.

Provisions are remarkably cheap here.

JAPARA is about 25 miles N. E. of Samarang, on the banks of a small river, having a bar, on which are not more than three feet at low water. The fort is on the N. side, upon a small eminence. On the S. side of the river is the Javanese village, where there is a bridge thrown across to the N. side, on which is the house of the Resident, planted with shady trees, and railed round.

JOANA is about three miles up a river, which is the largest and most navigable along the N. E. coast of Java, being at the mouth, and a great way up 20 feet deep, and about 200 feet broad. The town consists of two rows of houses, built along the river on its W. side. On the opposite side, upon an island formed by the river, stands the Chinese campon. The fort is a redoubt, in which are the rice warehouses, the barracks for the soldiery, and some other buildings. The house of the Resident is without the fort, on the E. side.

GRISSEE is in latitude about 7° 10′ S., nearly opposite to the S. W. end of the Island of Madura. Here is a small fort, and warehouses within it. A wooden mole runs out opposite the fort, about 600 feet in length. The town is small, and divided between the Javanese and Chinese. The principal street runs along the coast; it consists of four or five large houses, built of stone, inhabited by the Resident and other Europeans. The street is wide, and shaded by several rows of tall thick trees opposite the houses. At the end of, and behind the street are the campons of the natives and Chinese; also the grand square, in which are the residences of the native Chiefs. There is no water fit for drinking here, but what is fetched from two springs about 1½ mile from the town, or from Sourabaya.

SOURABAYA is about three leagues from Grissee, the coast between forming a large angle. The town is on the banks of a river, about two miles from the sea, in latitude 7° 15′ S., and longitude 112° 48′ E. Ships visiting this place require pilots; but they do not come off unless a signal be made. The anchorage is about a mile to the N. of the river, with the flagstaff of the fort bearing S. 2° E., and Grissee W. 30° N. As pirates often lurk among the fishing proas, great caution is necessary in sending a boat to the shore. The fort is on the right bank of the river. On the opposite bank are the principal Malay and Chinese campons, to which there is a communication by two large wooden bridges. There are two moles erected at the mouth of the river, with batteries to defend them. The banks are full of villages, inhabited by Malays and Chinese. The large house at Zidayo is the Sultan's, and its roof is visible among the trees as soon as the latter are seen.

The river is navigable for ships of 100 tons burthen, and much frequented by vessels from the neighbouring ports. By confining the stream, the mud is carried off, and vessels of 400 tons may now enter the river to be careened. There are several yards for building ships and vessels. Timber is abundant, and of excellent quality. The ships destined for the Philippine Islands and China usually touch at Sourabaya, where every refreshment, except good vegetables, is to be procured in abundance.

TRADE.—The country about Sourabaya is the greatest coffee plantation in Java, and it is the granary for rice to all the other Dutch settlements.

MADURA.—This island, which extends about 20 leagues due E., is separated from Java by a narrow channel, called the Strait of Madura, formed by Point Panka, and the S. S. W. end of Madura; but it is only navigated by vessels of small burthen. Its N. W. point is in latitude 6° 53′ S., longitude 112° 45′ E. On the S. E. side of the island is the principal town, called Samanap, where refreshments of various kinds are to be procured.

TRADE.—The island abounds in rice, and excellent timber for ship-building. A great quantity of rattans is also produced, which are bought up at Sourabaya, as well as buffalo and sheep skins. Salt is manufactured from sea-water in great abundance, and is the staple article, but it is monopolized by Government. Several ships are employed in carrying this article to Sumatra, Java, Borneo, and most of the Dutch settlements.

PASSOURWANG is situated on the banks of a river navigable for several leagues up the country, at the bottom of a bay on Java. Here is a neat and well-constructed fort, about a mile from which there is a fine wooden bridge across the river; the boat yards are near its mouth. The houses are neatly built, and the country is well cultivated. The chief produce is rice, of which large quantities are exported. The coast hereabouts is very shoal, so that large ships are obliged to anchor three or four miles from the land, in latitude 7° 36′ S., the entrance of the river bearing S. W. The banks of the river are mud, and very shallow, having many offensive dead animals about them, which generally occasion an intolerable smell.

PANAROUKAN.—This town is situated upon a river, which empties itself by several mouths into the sea, about 20 miles to the W. of Cape Sandana, the N. E. extreme of Java, in latitude about 70° 49′ S. The fort stands about three-quarters of a mile from the sea.

PROVISIONS are cheap, and the place abounds with fish and fruits.

BALEMBOUANG is the only place on the E. coast of Java where refreshments can be procured. This was formerly a place of considerable

trade; but it has gone to decay. Numbers of Malays and Chinese reside in the village. It is considered very unhealthy, and is the place where the convicts from Batavia are sent to work in the pepper and coffee plantations, of which there are several, likewise a small indigo manufactory.

The S. coast of Java does not contain any places of trade, and being seldom visited, is but little known. There are several bays, but the greater part of the coast is inaccessible, from the heavy surf constantly beating upon it.

To the E. of Java is a range of islands; between them are channels or straits, occasionally frequented in time of war by the East India Company's ships bound to China, and which obtain refreshments at several places on the islands. The principal straits are Bally, Lombock, and Alass.

BALLY STRAIT is in latitude 8° 39′ S., and longitude 114° 37′ E., between the island of the same name and the E. end of Java, and is 5 or 6 leagues wide. Nearly in the middle of the strait, on the Coast of Java, is Balembouang Bay, already described. Ships passing through this strait, should endeavour to keep in mid channel, with boats out ready to tow, as the tides run very rapid, with eddies near the points in the narrow part. On this account Bally Strait is now little frequented, the preference being given to those to the E.

LOMBOCK STRAIT is formed by the Island of Bally to the W., and that of Lombock to the E.; the S. entrance is in latitude 8° 45′ S., and longitude 115° 43′ E., and is known by a large island, called Banditti Island, to the W. of which there is no passage. Ships under the necessity of passing through this strait, seldom find anchorage, and the tides are very rapid, with strong eddies, which are a great inconvenience. There is a place called Carang Assem, on the Island of Bally, where ships in want of provisions and refreshments may obtain a few supplies. There is also a small town on Lombock, nearly opposite.

ALASS STRAIT, called by the natives Gilleesee, is about 44 miles to the E. of that of Lombock, and formed by that island to the W., and Sumbawa to the E. The strait extends about 16 leagues N. N. E. and S. W., and is about six miles wide in the narrowest part. The S. entrance is in latitude about 8° 45′ S., and longitude 116° 38′ E.

This strait is considered the best and safest to the E. of Java, having anchorage at the several towns and villages, where cattle and refreshments of all kinds may be procured in abundance, and from a people with whom you safely trade, whose character is very opposite to that of the Malay tribes. The principal place visited by ships frequenting this strait is Bally Town, or Loboagee, on the Island of Lombock, which is

about 15 miles within the entrance of the strait, in latitude 8° 42′ S., and longitude 116° 33′ E. It contains a great number of inhabitants, of whose industry every part of the surrounding country exhibits decisive proofs. Large proas come here from Macassar, Amboyna, and other places, for rice, and lie upon a beach within a reef, through which there is a passage for them even at low water.

Provisions.—Cattle may be procured here in any number for Spanish dollars, the value of which is well known, as a considerable trade in the produce of the island is carried on with many of the Dutch settlements. Rice may be had cheap, and in plenty. Fruit, poultry, and vegetables are to be purchased for clasp knives, glass bottles, buttons, cotton handkerchiefs, iron hoops, &c.

SAPY STRAIT is formed between the E. end of the Island Sumbawa and the W. side of Commodo, or Rotti Island. The S. entrance is in latitude 8° 40′ S., and longitude 119° 20′ E.; and from the facility with which wood, water, and refreshments are procured, and from the navigation being safe, it has frequently been preferred to the other straits E. of Java. The principal place is Sapy Bay, on the Sumbawa side.

The village or town of Sapy is built on a creek in the S. W. part of the bay, about three-quarters of a mile from the sea, where beef, fowls, goats, yams, sweet potatoes, and coco-nuts are to be obtained from the natives, in exchange for red and blue cotton handkerchiefs, large clasp knives, empty bottles, iron hoops, and muskets. Of the value of money they seem to have but little knowledge. The water procured here is excellent; but getting it off is attended with some difficulty; the best watering place is to the S. of Rees's Bay, which is not more than 20 yards from high water mark.

On the E. end of Sumbawa, in latitude 8° 10′ S., and longitude about 118° 15′ E., is Bima, where sapan wood grows in abundance, and of a superior kind.

MANGERAY STRAIT is formed by Commodo Island and the W. end of Flores, or Mangeray; but it is intricate, being full of rocks and small islands little known, and ought therefore to be avoided. The N. part of this strait is in latitude 8° 20′ S., and longitude 119° 39′ E.

FLORES STRAIT is bounded on the W. side by the E. part of Mangeray Island, and on the E. side by the Islands of Solor and Adenara, or Sabraon; it extends nearly N. N. E. and S. W. There is a burning mountain on Flores of a considerable height. Ende, the principal port, is near the centre of the S. side of the island, has an uncommonly fine harbour, and is the only safe port on the S. side of any of these islands. Its exports were considerable.

The principal place frequented by English ships passing through these straits, is Larantouca village, on the E. part of Flores, where refreshments for two or three ships may be procured, such as goats, hogs, fowls, fruits of various kinds, a few buffaloes, and some turtle; and good fresh water may be procured from wells. In return for these articles, the natives will receive gunpowder in small quantities, musket balls, glass bottles, wine-glasses, white linen cloth, and all sorts of coarse cutlery. They collect here small quantities of wax, bezoar, and ambergris, which is sent in small proas to Timor and other places, and purchased by the Chinese traders. These islands also produce sandal-wood in considerable quantities. The Island of Sumba, called Sandal-wood Island, is independent, and the natives trade in wax and birds'-nests ; but they are savage and treacherous.

The inhabitants of Larantouca generally hoist a Portuguese flag, having formerly had people of that nation amongst them; and many of them at present profess Christianity.

There are other straits to the E., formed by the numerous islands which are scattered about, but which are seldom visited by Europeans; but the proas and other vessels trading from Celebes and other ports to Timor, pass through them.

TIMOR.—This island extends about 80 leagues, in a direction E. N. E. and W. S. W. Its E. end is in latitude 8° 26′ S., and longitude 127° 7′ E. It is divided between the Dutch and Portuguese; the chief place of the former being Coupang, on the S. W. end; and that of the Portuguese Dhelly, on its N. side. These two ports alone deserve the name of harbours.

As the island of Timor is now separated from the Moluccas, to which it belonged till 1819, and is dependent on the Government of Java, the restriction on its free trade is no longer in force.

COUPANG, in latitude about 10° 9′ S., longitude 123° 36′ E., is situated at the bottom of a deep bay, which is an excellent road for shipping. The Dutch have a fort here, called Concordia, close to the water side, where all the Europeans reside; without is the Chinese village. To the E. of the fort is a small fresh water river, into which a long boat can go at high water. Excellent anchorage is found in the E. monsoon, in 10 to 12 fathoms water, clear muddy bottom, distance 1 mile to ¾ of a mile from the shore; the flagstaff bearing from S. to S. W. The Governor of Coupang has authority over Rotti, Savu, Solor, and some other islands in these seas.

DHELLY.—This harbour lies to the S. of an island called Cambi, and may be easily known by bringing the peak on that island to bear N.;

you are then off the entrance of the coral reefs which secure the harbour. You are obliged to take a pilot, who always comes off on a signal being made, and carries you in to anchor, with the flagstaff bearing S. 59° E. The town is large and well-inhabited, and a large trade is carried on with Macao by the Portuguese and Chinese, of whom numbers are resident here. Laphoa is another Portuguese town.

TRADE.—The power of both the Portuguese and Dutch Governments is almost nominal in Timor, though they claim the entire sovereignty. Two of the rivers, most productive of gold, are within the Dutch line of possessions. Some of the lumps of gold found in Timor weigh full 2 ounces. Copper is said to abound in the centre of the N. W. side of the island, the Chief of which acknowledges the authority of Coupang. The specimens are lumps of native copper imbedded in hard white shiny stone. The trade of Timor is considerable, especially at Dhelly, which is under stricter regulations, to prevent exports from the small ports, than Coupang. The imports are coarse blue and white cloth, large pattern chintzes, a few fine; and handkerchiefs with much red in them. China silks, coarse and of gaudy patterns; China ware, coarse and green; payongs, muskets, gunpowder, iron, coarse British cutlery, Macassar parangs, lead, &c. The exports are gold-dust and birds'-nests, but principally wax, sandal-wood brought from the S. coast, earth oil, and cattle; the last chiefly to the Isle of France and Amboyna. The Timor sandal-wood is not so prized in the China market as that from Malabar. It is not easy to calculate the value of the entire trade of the island; but the fair annual commerce of Coupang alone (supposed about one fourth) exceeded, for the last five years, 1,200,000 Spanish dollars, according to the farmers' books. (*Malay Miscel.* Vol. I.)

PROVISIONS AND REFRESHMENTS are plentiful and cheap, both in the Portuguese and Dutch districts. The sea abounds with fish of various kinds, and many curious and valuable shells are met with.

COINS.—In the Dutch ports the money is the same as at Batavia. At Dhelly, Spanish dollars and Portugal coins are current.

WEIGHTS.—In both districts goods are bought and sold by the Chinese pecul.

The small Islands of SEBRAO, PANTAR, or ALAO; OMBAY, and WETTER, are inhabited by the same class of people as the mountaineers of Solor (who differ from those on the coast); nor is it safe for a boat to land on any of them, unless well armed, as they are all cannibals. They occasionally barter wax with proas that frequent their ports, and even supply the whalers with stock; but the utmost caution is requisite in trading with them, as they are always on the watch to surprise the unwary.

SECTION XXVI.

THE EASTERN ISLANDS.

THE Eastern Seas contain an immense number of islands, many of which are large and inhabited, and carry on a considerable trade with each other; but the greater part are uninhabited, and imperfectly known. The principal islands frequented by Europeans, are the various Spice Islands, Celebes, Borneo, the Sooloo Archipelago, and the Philippines.

BANDA ISLANDS.—This group consists of ten islands: Banda Neira, Gonong Apee, Banda Lantoir, Pulo Ay, or Way; Pulo Rondo, or Pulo Roon; Rosengyn, Pulo Pisang, Craka, Capella, and Sonangy. The harbour is formed by Great Banda on the S. side, Gonong Apee, and Banda Neira on the N., with Pulo Pisang and Capella on the W. entrance. The anchorage, in latitude 4° 31′ S., and longitude 130° E., is at the foot of Gonong Apee, or the Burning Mountain, which smokes almost continually, and from which proceed frequent earthquakes, whose shocks are sometimes repeated three or four times in a day. You moor directly off the wharf on Banda Neira, at about half a mile distance.

BANDA NEIRA is the seat of Government, and subordinate to Amboyna. Besides the forts, there are a number of redoubts and military posts all round these islands, to prevent smuggling, and protect the plantations and villages against the pirates from New Guinea, who frequently land, and carry off the inhabitants, and whatever else they can take by surprise, but are seldom hardy enough to attack where resistance may be expected.

TRADE.—The spice trade is monopolized by the Dutch Government, and intercourse with the Moluccas and their dependencies is interdicted to foreigners. On the visit of the Governor-General, in April 1824, some new regulations were promulgated by him; the object of which was announced to be that of abolishing the unnecessarily oppressive laws, relative to the monopoly of the spice trade, &c., whereby it was directed that all the laws and regulations tending to protect the existing monopoly of the spices, especially in nutmegs and mace, should be *maintained* in their rigour. All

other laws, which owe their origin to this monopoly, but do not tend to protect or maintain it, were declared null and void.—It was provided by the same edict, that the Residency of Banda should thenceforward consist of the following, besides the Banda islands:—The East part of Great Ceram, the Islands of Kessing, Ceram Laut, Gisser (Gasses) Goram, Key, and Arou, and in general all the other little islands to the East and South of Banda.

ARTICLES PRODUCED AT BANDA, WITH DIRECTIONS.

Nutmegs (*Jaephal*, Hind. *Jatiphalo*, San.) are the produce of the *Myristica*, a tree, native of several of the islands to the E., but which has in a great measure been extirpated from them all, except that of Banda. The tree is handsome and spreading, the bark smooth, and of a brownish grey colour; the leaves elliptical, pointed, obliquely nerved, on the upper side of a brightish green, on the under whitish, and stand alternately upon foot stalks; they afford a most grateful aromatic scent when bruised. It does not bear fruit till the eighth or ninth year, when little yellowish buds appear, out of which small white flowers are blown, hanging two or three together upon slender peduncles; in the centre of the flower is an oblong reddish knob, from which the fruit is produced, though no more than one blossom out of three commonly ripens. The fruit is eight or nine months arriving at maturity; but blossoms and ripe fruit are found at the same time upon the tree, and the nutmegs are generally gathered three times in a year. The fruit appears like a small peach, in shape and colour, only pointed towards the stalk when ripe; the outer coat, which is almost half an inch thick, opens, and shews the nutmeg in its black and shining shell, encircled by a net-work of scarlet mace; the outer coat is generally whitish, a little hard, and is very good preserved in sugar, or stewed. You then come to the mace, which is of a fine bright red colour, and under it a black shell, about as thick as that of a filbert, but very hard; it is opened by being first dried successively in five different drying places, made of split bamboos, upon which the nutmegs are laid, and placed over a slow fire, in each of which places they remain a week, till the nutmegs are heard to shake within the shell, which is then easily broken. The nutmegs are then sorted, and delivered; each sort is separately put into baskets, and soaked three times in tubs of sea water and lime; they are then put into distinct closets, where they are left for six weeks to sweat: this is done that the lime, by closing the pores of the nuts, may prevent their strength from evaporating, and

likewise because such a prepared nutmeg is not fit for propagation. The nutmeg tree is distinguished into three sorts: male, or barren nutmeg; royal nutmeg, a female producing long nuts; and the queen nutmeg, yielding the round nut. The only difference between the royal and queen nutmeg is in the fruit; that of the royal is thicker, longer, and more pointed; the green shell is thicker, and it is longer ripening; the green shell, after opening, preserves its freshness eight or nine days; the mace is more substantial, and three times as long as that of the queen nutmeg, and its stripes or thongs (from fifteen to seventeen principal ones) are of a livelier red; they are also broader, longer, and thicker, and not only embrace the nut through its whole length, but pass it, and cross under it. The royal nutmeg remains on the tree a long time after the opening of the green shell, and gives birth to an insect in the shell that feeds upon it. The queen nutmeg produces much smaller nuts, well marked by a longitudinal groove on one side; it is round, and the green shell is not so thick; the mace, composed of nine or ten principal stripes, grows only half down the nut, leaving it at liberty to escape, and plant itself. By thus detaching itself, the nut prevents the insect from destroying it; the green shell also, changing at the end of two or three days, soon falls, and separates from the nut.

Nutmegs should be chosen large, round, heavy and firm, of a lightish grey colour on the outside, and the inside beautifully marbled, of a strong fragrant smell, warm aromatic taste, and a fat, oily body. They are subject to be worm-eaten, unless properly prepared. Particular care should be taken that the worm holes are not filled up; the best manner of packing them is in dry chunam. The oblong kind, and the smaller ones should be rejected. For freight, 15 Cwt. are allowed to a ton.

Oil of Nutmegs is expressed from the imperfect nutmegs, and such as are unfit for the European market: there are three sorts of it, commonly called oil of mace. The best is brought in stone jars; softish, of a yellowish colour, an agreeable fragrant smell, greatly resembling that of the nutmeg. This is denominated Banda soap, and should be chosen free from impurities, and of a pleasant smell and good colour. The next comes from Holland, in solid masses, generally flat, and of a square figure; paler coloured, weaker in its smell, and inferior in its quality to that of India. The last is the worst, and seems to be a composition of suet, or some such matter, flavoured with a little of the genuine oil of nutmegs.

Mace, (*Jawatri*, Hind., *Jatipatri*, San.), is a thin flat membraneous substance enveloping the nutmeg; of a lively reddish yellow, saffron-like colour, of a pleasant aromatic smell, and a warm, bitterish, pungent taste. Mace should be chosen fresh, tough, oleaginous, of an extremely fragrant

smell, of a bright reddish yellow, the brighter the better; the smaller pieces are esteemed the best. The state it is in when packed, should be particularly attended to; if it be too dry, it will be broken, and lose much of its fragrance; if too moist, it is subject to decay, and breed worms. The best mode of packing is in bales, pressed down close and firm, which preserves its fragrance and consistence.

A production is met with on the Coast of Malabar so like mace, that at first sight it is not easy to be distinguished; it differs, however, in form from real mace, which appears of a leafy texture, while this is in thinner filaments; the colour is exactly alike, but this has not the least spicy flavour, and when chewed, has a kind of resiny taste. The ton of mace is 8 Cwt.

LANTORE, or Great Banda, is to the N. of Banda Neira. It is unhealthy: the water is said to be very bad, and the smoke which descends from the volcano on Gonong Apee, is represented as being particularly noxious.

GONONG APEE is likewise to the N. of Banda Neira; it derives its name from a large volcano, which constantly emits smoke, and sometimes cinders and stones. A new crater has recently opened, and is in activity.

PULO WAY is about nine miles to the W. of Gonong Apee; here is a strong fort. It is esteemed the most healthy of the group, and produces nutmegs in abundance. Both the nutmegs and mace grown on this island, are said to be superior to those from the other islands.

PULO RONDO, or Pulo Roon, is about four miles further, in a somewhat more northerly direction. The Dutch have not inhabited it; it has therefore become a wilderness.

ROSENGYN is about seven miles to the S. E. of Lantore; it produces nutmegs, mace, and some yams, and feeds a few cattle.

PULO PISANG is about two miles N. E. from Banda Neira, and yields some fine fruits as well as nutmegs and mace. The other three islands are uninhabited, being little more than barren rocks.

AMBOYNA is the largest of the islands denominated the Clove Islands. It is divided into two parts, a greater and a less peninsula; the largest is called Hitoo, and is about twelve leagues long, and two and a half broad; the other, called Leytimoor, is about five leagues long, and one and a half broad. This is the southernmost part of the island, on which stand the fort and town. The islands subordinate to Amboyna are ten in number:—Ceram, which is equal in size to all the rest; Ceram Laut, Bouro, Amblaw, Manipa, Kelang, Bonoa, Haraucka, Saparoua, and

Noossa Laut; but it is in Amboyna, and the three last islands only, that cloves are now cultivated.

Fort Victoria, the capital of the island, is in latitude 3° 40′ S., and longitude 128° 15′ E. The bay is very deep, and formed at its entrance by Allang Point on its W. side, and Noessaniva Point to the E. The best anchorage is abreast the town, and rather above the wharf, in from 20 to 35 fathoms; moor with hawsers to the anchors, which are placed at convenient distances on the shore for that purpose: the bank being very steep, ships are frequently driven off by neglecting this precaution.

Provisions and Refreshments.—Fresh meat for a ship's crew is seldom to be procured. There are no sheep, and poultry is scarce and dear; a few deer and wild hogs are in the woods, but difficult to be got. Water is procured up the harbour, seven or eight miles from where the ships lay. The watering place is up a small inlet; it is a fine full river, running down from the rocks, and with hoses you can fill your butts in a very short time: it will be necessary to get the boats in and out as near high water as possible. You will be directed to the watering place by two houses, which are situated at about a musket shot on each side of it.

HARAUCKA.—This island is about three miles to the E. of Amboyna.

SAPAROUA is about 35 miles from Amboyna. This island and Noossa Laut yield an abundance of fine cloves.

NOOSSA LAUT is the easternmost and smallest of the Clove Islands, and bears from Amboyna E. ½ N. about 40 miles' distance.

ARTICLES PROCURABLE AT AMBOYNA, &c. WITH DIRECTIONS.

Cloves, (*Laung*, Hind., *Lavanga*, San.)—The clove-tree is a native of the Molucca Islands, particularly Amboyna, where it is principally cultivated. It is very handsome, somewhat resembling a large pear-tree; its stem is straight, and at the distance of five feet from the ground its branches begin; the bark is thin and smooth, and adheres closely to the wood. The wood is heavy and hard; the leaves stand two and two opposite, about a hand's breadth long, and two inches broad, pointed, ribbed, and reddish on the upper side, but smooth and of a bright green colour on the under side; they have a very aromatic smell when bruised between the fingers. When a tree is nine years old, and has been well attended to, it begins to yield cloves; they appear in the beginning of the rainy season; they are then little dark green longish buds, and become perfect cloves in shape in the month of August or September; they then turn yellow, and afterwards red,

which is the time for gathering them. If they are suffered to remain three or four weeks longer, they swell, and become what are called mother cloves, which are proper for propagation or for candying, but not fit for drying as a spice. The cloves grow on separate stalks, but in bunches of three or more together. Valentyn describes four sorts; that which he calls the male clove is the sort used for drying; the female produces cloves of a pale colour, which are the best for extracting of oil; the king's clove is a very scarce species, bearing larger and double cloves; the fourth sort is called rice cloves, which are very small, but likewise very rare. The clove produced upon the wild clove-tree has no kind of spiciness. At the time of gathering the clove, the ground is carefully swept under the trees, that none may be lost. They are generally pulled off by long hooks, or beaten down with bamboos; large cloths are spread to receive them, and they are afterwards either dried by the fire or in the sun: the last mode is the best. The usual time of the clove crop is in October, and it lasts till December. The crop of cloves depends much upon the temperature of the weather in June and September; an after-crop is sometimes made, but the time is uncertain, and it does not often happen.

Cloves should be chosen large-sized, perfect in all parts, and heavy, of a fine fragrant smell, and hot aromatic taste, so as almost to burn the throat; the colour should be a dark brown, almost approaching to black, and when handled, should leave an oily moisture upon the fingers. When fresh gathered, cloves will yield, on simple pressure, a fragrant thick reddish oil. They have sometimes a considerable portion of their essential oil drawn from them, and are then mixed with those which are fresh. By this mixture the purchaser may be deceived; but, on examination, those cloves which have lost their virtue, always continue weaker than the rest, and of a paler colour; and whenever they look shrivelled, having lost the knob at the top, and are light and broken, with but little smell or taste, they should be rejected, as it affords reason to suspect the oil has been extracted from them As cloves readily absorb moisture, it is not uncommon, when a quantity is ordered, for them to be kept near a vessel of water, by which means a considerable addition to their weight is made. The ton is 12 Cwt. for freight.

Oil of Cloves is procured from the cloves by distillation. When new, it is of a pale reddish brown colour, (which becomes darker by age), extremely hot and fiery, and sinks in water. The kind generally imported from India, contains nearly half its weight of an insipid expressed oil, which is discovered by dropping a little into spirits of wine; on shaking it, the genuine oil mixes with the spirit, and the insipid separates. It is sometimes adulterated with a cheaper essential oil; to discover this, dip a rag into it,

and hold it before the fire; the flavour of the genuine oil will fly off, leaving that of the added behind.

BOURO.—This island, which is of considerable size, is about 55 miles W. of Amboyna. The principal town, called Cajeli by the Dutch, is situated at the bottom of Bouro Bay, on the E. side of the island, in latitude 3° 24′ S., and longitude 127° 4′ E. On the coast E. of the village is a large deep river, called Aer Bessar, which falls into the sea. The best anchorage is with the fort bearing S. by E. ½ E., distance three-quarters of a mile. This island is considered the granary of Amboyna; large quantities of rice, sago-flour, and other provisions are constantly sent there. It also produces several kinds of excellent timber, and many beautiful sorts of wood, similar to those at Amboyna, which are in request in China for inlaid work. The famous cajeputa oil is chiefly prepared here, and sent to Fort Victoria.

Provisions and Refreshments.—Beef is difficult to be procured, it being reserved for Amboyna; the only live stock they have, are goats and fowls, both of which are scarce. Deer and wild hogs can be got, but not in sufficient quantities for two or three ships. The best method of procuring stock is by bartering knives and common Coast cloths; for so little do the natives know the value of money, that they prize a common Lascar knife as much as half a dollar in silver. Fish does not appear to be very plentiful, or in any great variety; there are, however, a few turtles occasionally; and several sorts of beautiful shells are to be found on the sea-shore. Yams, bananas, limes, and various other fruits and vegetables are brought off by the natives, and exchanged for common clasp knives, and coarse red and white China handkerchiefs. The best watering place is just above high water mark, about 100 yards to the E. of the fort, where the water is very good; it is necessary to swim your casks on shore, and back again when full, as the shore is so flat, that a long boat cannot come within 100 yards of low water mark.

CERAM.—This island, which is high and mountainous, extends nearly E. and W., about 54 leagues; the S.W. point is in latitude 3° 31′ S., and longitude 127° 56′ E. There are several harbours:—Lahoo, near the S.W. point; Sawa, on the N. coast, in latitude 2° 51′ S., and longitude 129° 6′ E.; and Wakoo, on the N.E. part, in latitude 3° 25′ S., and longitude 130° 40′ E. The inhabitants are in general hospitable to Europeans, who touch here for refreshments, or to trade. The natives of the neighbouring islands bring beech de mer, birds'-nests, long nutmegs, birds of Paradise, and sago; sometimes spices are smuggled from Banda and Amboyna, and may be procured at reasonable rates; in return for which, they take coarse blue, white, and red piece-goods, India silks, opium, iron,

coarse cutlery, looking-glasses, lead, and tin, which the natives greatly value, and convert into ear-rings, &c.

Provisions and Refreshments.—There are no cattle to be procured; but wild hogs, deer, and poultry are in abundance. Some presents are necessary to the Rajahs and principal men at the different places, for permission to trade, or to obtain refreshments.

MYSOL.—This island is about 15 leagues N. E. of Ceram; it extends E. and W., about 14 leagues. On the S. side, in latitude 2° 12′ S., and longitude 127° E., is the harbour of Efbe, formed by an island of the same name, and the coast of Mysol. The village of Efbe is small, and the houses are all built upon posts in the water. Presents are necessary to the Rajah, in the event of a vessel touching here for refreshments. Fresh water may be had on the island, or from a small river opposite it, on Mysol.

The N. W. point of New Guinea is about 25 leagues from Mysol. To the N. are several islands, the principal of which are Salwatty, Batanta, and Waygiou. There are several harbours and bays which have been occasionally visited by European vessels; but not affording articles of trade, are but imperfectly known.

Trade.—The inhabitants of New Guinea, and the neighbouring islands, who are called Papuans, carry on a trade in their own boats with the Spice Islands, conveying their own produce, which consists of ambergris, beech de mer, birds of Paradise, Missoy bark, pearls, pearl shells, slaves, tortoise-shell, and many kinds of curious birds, which the Papuans have a particular way of drying; for which they receive in return, beads, China-ware, brass-wire, coarse piece-goods, cutlery, gold and silver lace, iron in bars, and looking-glasses.

Birds of Paradise.—These birds are valuable, and extremely well suited for an ornament of dress, both by their lightness and beauty; they are employed for the same purposes as the feathers of the ostrich. There are seven species.

I. The large Bird, commonly two feet four inches in length; the head small, the bill hard and long, of a pale colour. The head and back of the neck is lemon-coloured, but about its little eyes black; about the neck, the bird is of a bright gloss emerald green, and soft like velvet, as is the breast, which is black or wolf-coloured. The wings are large and chestnut; the back part of the body is covered with long straight narrow feathers, of a pale brown colour, similar to the plumes of the ostrich. These feathers are spread when the bird is on the wing, which is the cause that he can keep very long in the air. On both sides of the belly are two tufts of stiff

and shorter feathers, of a golden yellow, and shining. From the rump proceed two long stiff shafts, which are feathered on their extremities.—They come always in flocks of thirty or forty, and are led by a bird which the inhabitants call the king, distinct from the little king-bird. This leader is black with red spots, and constantly flies higher than the rest of the flock, which never forsake him, but settle as soon as he settles—a circumstance which becomes their ruin when the king lights on the ground, from whence they are not able to rise, on account of the singular structure and disposition of their plumage.

The natives catch them with bird-lime and in nooses, or shoot them with blunt arrows; they then cut their legs off, draw the entrails, and fumigate them, and sell them at Banda for about a rix-dollar each; whereas at Aroo one of these birds may be bought for a spike-nail, or a piece of old iron.

II. The small Bird is about twenty inches long; his beak lead-coloured, and paler at the point, the eyes small, and enclosed in black; about the neck he is green; the head and back of the neck are of a dirty yellow; the back of a greyish yellow; the breast and belly of a dusky colour; the wings small, and chestnut-coloured. The long plumage is about a foot in length, and paler than in the larger species, as in general the colours of this small bird are less bright. The two long feathers of the tail are constantly thrown away by the natives. This is in all respects like the greater sort; they follow likewise a king, or leader, who is however blacker, with a purplish cast, and finer in colour than the rest; though this bird is also different from the third and fourth black species. This kind is found only in the Papua Islands.

III. The large black Bird is brought without wings or legs for sale, so that of this species it is difficult to give an exact description. Its figure, when stuffed, is narrow and round, but stretched in length to the extent of four spans. The plumage on the neck, head, and belly is black and velvet-like, with a hue of purple and gold, which appears very strong. The bill is blackish, and one inch in length; on both sides are two bunches of feathers, which have the appearance of wings, although they are very different, the wings being cut off by the natives. The plumage is soft, broad, similar to peacocks' feathers, with a glorious gloss and greenish hue. The feathers of the tail are of unequal length; those next to the belly are narrow, like hair; the two uppermost are much longer, and pointed; those immediately under them are above a span and a half longer than the upper ones; they are stiff on both sides, fringed with a plumage like hair, black above, but glossy below. Birds of this kind are brought from no other

place than New Guinea. The inhabitants carry them to Salwatty in hollow tubes of bamboo, and sell them for small hatchets or coarse cloth.

IV. The smaller black Bird.—The plumage of this sort is equal in length with that of the above, but thinner in body, black above, and without any remarkable gloss, not having those shining peacock-feathers which are found on the greater species. This wants likewise the three long pointed feathers of the tail, belonging to the larger black species of the Bird of Paradise. The inhabitants of the mountains of Mysol shoot those birds, and sell them to the people of Tidore.

V. The white Bird is the most rare; it is of two species, one quite white, and the other black and white. The first sort is very rare, and in form like the bird of Paradise from Papua. The second has the fore part black, and the back part white, with twelve crooked wiry shafts, which are almost naked, though in some parts covered with hair. This species is very scarce, and only to be procured by means of the people of Tidore, since it is found on the Papua Islands.

VI. The unknown black Bird.—In the year 1689 a new species was seen at Amboyna, carried from Mysol, only one foot in length, with a fine purple hue, a small head, and straight bill. As on the other birds of Paradise, on its back, near the wings, are feathers of a purple and blue colour; but under the wings, and over all the belly, they are yellow coloured, as in the common sort; on the back of the neck they are mouse-coloured mixed with green. It is remarkable in this species that there are before the wings two roundish tufts of feathers, which are green edged, and may be moved at pleasure by the bird-like wings. Instead of tail, he has twelve or thirteen black, naked, wire-like shafts, hanging promiscuously like feathers. His strong legs have sharp claws; his head is remarkably small; the eyes are likewise small, and surrounded by black.

VII. The King Bird is about seven inches long, and somewhat larger than the titmouse. Its head and eyes are small, the bill straight, the eyes included in circles of black plumage; the crown of the head is fire coloured, the back of the neck blood coloured, the neck and breast of a chestnut colour, with a dark ring of the brightest emerald green. Its wings are in proportion strong, and the quill feathers dark, with red shining plumes, spots, and stripes. The tail is straight, short, and brown. Two long naked, black shafts project from the rump at least a hand's breadth beyond the tail, having at their extremities semilunar twisted plumage, of the most glaring green colour above, and dusky below. The belly is white, and green sprinkled, and on each side is a tuft of long plumage, with a broad margin, being on one side green, and on the other dusky. The back is

blood red and brown, shining like silk. The legs are in size like those of the lark, having three fore toes and one back toe. This kind is chiefly brought from Aroo, where it is occasionally worn as an ornament by the natives.

GILOLO.—This island, which is of considerable size and singular form, seems to divide the Indian Ocean, to the E., from the Great South Sea. The W. side is nearly straight. On the E. side is a peninsula that points due E., and from the base of that another to the N., leaving between it and the W. extent of the island, a bay, extremely narrow, but very deep, penetrating about half through the island, called Ossa Bay. The town of Ossa is in latitude 0° 45′ N., and longitude 128° 22′ E. The S. side of the bay abounds with nutmegs, and has a fine watering place. Here ships may procure water and refreshments, and on some of the islands excellent timber for spars.

The Gilolo passage is now much frequented, especially by vessels from America bound to China.

There are several other towns in various parts of the island, *viz.* Maba, Patany, and Weda; but being seldom visited by Europeans, they are little known.

Trade.—A considerable trade is carried on in their own proas with Amboyna and the neighbouring islands, from whence they import cutlery, cloth, (chiefly scarlet,) China-ware, gold lace, iron in bars, opium, piece-goods, and steel.

The articles in which they make their returns, are chiefly nutmegs, mace, cloves, beech de mer, birds'-nests, pearl shells, seed pearl, and tortoise-shell. Large quantities of sago are to be procured extremely reasonable.

Provisions.—The Island of Gilolo abounds with bullocks and buffaloes, goats, deer, and wild hogs; the latter frequent the places where sago-trees have been felled, and feeding upon the remains, grow very fat, and make excellent meat.

The islands of Ternate, Tidore, Motyr, Matchian, and Batchian, adjacent to the W. coast of Gilolo, and situated between the equator and the first degree of N. latitude, were formerly considered as the principal, and even the only Spice Islands, the nutmeg-tree and clove-tree being diffused in these islands in a much greater quantity than at Amboyna, Banda, or any other island; but the Dutch wishing to appropriate these valuable trees exclusively to themselves, forced the Sovereigns of the former islands to destroy the plantations of them. At their Courts they kept agents who were very busy and strict in their visits; and these trees were allowed to be

cultivated only at Amboyna, Banda, and the other islands which were under the immediate controul of the Company, and where they could exercise a continual superintendence. This inquisition, introduced by Dutch cupidity, was singularly counteracted by birds, which deposited the seeds of the spice-trees in the islands circumjacent to those where they were cultivated. This had determined the Company also to fix Residents there, whose principal mission was to make constant researches, in order to destroy all those which they might meet with. Often, indeed, the trees happened to be sown in places so steep, that they escaped the most active efforts of the destroyers.

TERNATE is the northernmost, and though small, the largest, and remarkable for its volcanoes. The Dutch have a fortress on the E. side, called Fort Orange, in latitude 0° 48′ N., and longitude 127° 13′ E. The anchorage is near the shore, abreast of the town. The King resides here in great state. His dominions comprehend the greater part of the N. end of Gilolo; likewise a great part of the N. E. quarter of Celebes, where the settlements of Manado and Gonong Tello are situated; to him also belong the Islands of Sangir, Siao, and several of the small neighbouring ones.

Trade.—Gold-dust, tortoise-shell, wax, and smuggled spices, are exchanged for European and Asiatic produce, including opium, but the demand is small.

Provisions and Refreshments of all kinds are scarce and dear. Rice is imported from Manado on Celebes. Wild hogs and deer are plentiful in the woods; vegetables are, however, more abundant here than at any of the islands; wood and water are easily procured.

Coins.—Accounts are kept in rix-dollars and Spanish dollars. Ducatoons and crowns pass here.

Weights.—Chinese weights are in common use. The bahar is 4 cantars and 6 lbs., each cantar 100 lbs. avoirdupois; which makes the bahar 406 lbs.

TIDORE.—This island is situated about 3 leagues to the S. of Ternate, in latitude about 0° 43′ N., and longitude 127° 37′ E. The town is on the E. side of the island, near which ships anchor in 30 fathoms. It is very populous; the people principally Mahometans. The King possesses great part of the S. E. portion of Gilolo, in which are three towns, where some trade is carried on, *viz.* Patany, Maba, and Weda; he likewise claims the islands of Waygiou, Mysol, and Batanta.

Trade.—There is a great trade here with New Guinea, Gilolo, and

with the N. islands; and the Chinese, who are an industrious people, are much interested in it.

The commodities imported are as follow:—China-ware, scarlet cloth, coarse cutlery, guns and muskets, gunpowder, glass-ware, iron in bars; ironmongery, looking-glasses, lead; lace, gold and silver; nails, piece-goods of sorts, shot, steel, and watches.

The proas import from Sooloo, New Guinea, Gilolo, Waygiou, and the other islands, agal agal, birds'-nests, black-wood, beech de mer, birds of paradise, Missoy bark, nutmegs, pearls, pearl shells, rattans, sago, stick-lac, sandal-wood, tortoise-shell, and wax, taking in return the produce of India and China, before mentioned.

Duties.—There are no duties levied on imports or exports, but presents are made to the Sultan and his principal men, according to the business done.

Provisions and Refreshments.—Bullocks and goats are to be got from Gilolo; deer and wild hogs in abundance; various kinds of fruits, and some vegetables. The sea yields plenty of excellent fish. The Kemoo or Chama cockle is in abundance amongst these islands; the small ones, about the size of a man's head, are very good, and will keep long alive, if wetted frequently with salt water.

CELEBES.—This island is separated from Borneo by the Strait of Macassar, which is about 115 leagues long, and generally from 35 to 45 leagues wide, except where it is contracted by the projection of Point Kanneevongan, to 17 leagues; it is much frequented by ships bound to China late in the season, though it has no ports where provisions or refreshments can be readily procured.

Celebes is of considerable extent, and very irregular and singular form. It is peopled by various tribes, the chief of which are the Macassarese, and Bugis. Their manners are peculiar and whimsical.

MACASSAR.—On the W. side of Celebes is this principal settlement; all the others are subordinate to it. The road is one of the most beautiful in India, and very secure. being defended by numerous small islands and sand-banks from almost every wind that blows; but a pilot is necessary to get into the inner roads. The town is built upon a point or neck of land watered by a river.

Fort Rotterdam is situated in latitude 5° 9′ S., and longitude 119° 36′ E.; it was built by the natives with the assistance of the Portuguese, and is about 800 feet from the beach, opposite to the road, where a pier extends, which serves for unloading the ships, and close to which are 15 or 16 feet

water. Without the land-gate is a large plain, on the N. side of which is situated the town, where most of the Europeans reside. The streets cross at right angles, pointing to the four Cardinal points; most of them are broad, and formed of tolerably good houses; at the end of one of them stands the orphan-house, which is large, but in a very ruinous state. The Chinese all live in one street. This town is palisadoed all round, and at night closed by gates, where a watch is constantly kept. Without the town, to the S., there is a row of buildings, which bounds it on that side, and where the house of the Governor stands. The Bougi and Malay campons are not far from it; the Campon Baro, where most of the natives and some Europeans live, is S. of the fort; there are likewise a few brick houses in it. The environs of Macassar are very pleasant. The plain reaches to the foot of a range of high mountains, extending 8 or 10 miles, and is covered with rice fields and pasture grounds.

Trade.—The Dutch East India Company imported piece-goods. The other commodities which used to be brought by the commanders of their ships, are anchors and grapnels, brass wire, coarse cutlery, gunpowder, guns and pistols, gold thread, iron in bars, lead, looking glasses, lace, nails, small shot, sugar, steel in faggots, woollens, and watches.

The Dutch allow a junk to come direct from China every year. The articles imported by her are China-ware, Canton cloth, fireworks, gongs, iron in bars, iron pans, nankeens, silk piece-goods, sugar, sugar-candy, sweetmeats, teas, and a number of small articles for wearing apparel, and other uses. Gold, of which immense quantities are procured on the island, and rice, form the chief productions exported. The following articles, which are taken by the annual junk to China, are imported into the settlement by proas from the surrounding countries:—Beech de mer, black-wood, bezoar stones, cloves, cotton wool, clove bark, nutmegs, rattans, rice, sago, tortoise-shell, and wax.

A particular kind of cotton cloth, called Cambays, is manufactured here, and is an article in great demand in all Malay countries; it is red, checkered, and mixed with blue, much resembling the Tartan plaid; some are as fine as cambric.

Provisions and Refreshments.—The beef here is excellent, and at a reasonable price. Rice, poultry, deer, and wild hogs are plentiful, and fruits of various kinds. Water is generally procured from a small rivulet which runs near the town; but the best is from the wells, and which can be readily shipped off from the pier. Abundance of excellent fish are caught in the roads, and about the islands.

Coins.—Accounts are kept in rix-dollars and stivers. Spanish dollars

are the common coin, but the under-mentioned also pass current at the following rates:—

Ducatoons ....13 Schillings.	Bombay Rupees..............5 Schillings.
English Crowns............10 Ditto.	Madras Rupees ....4 Ditto.

The exchange is 4 rix-dollars for 3 Spanish dollars. All bargains are made in the former, which is a nominal coin. They have a kind of mace, 7 of which go to a dollar.

Weights.—All merchandise is weighed by the dotchin, and then reduced to other weights.

The pecul is 100 catties, or 135 lbs. 10 oz. avoirdupois. The ganton among the natives is $7\frac{2}{3}$ lbs. Dutch troy, or 8 lbs. 5 oz. avoirdupois; but the ganton used by the Dutch is $11\frac{1}{2}$ lbs. Dutch troy, or $12\frac{1}{2}$ lbs. avoirdupois.

Gold and siver are weighed by the tale of 16 mace, equal to $827\frac{2}{5}$ Dutch asen, or 614 English grains.

BONTHAIN BAY is about 30 leagues S. E. from Macassar, and may be known by a hill at the bottom of a bay which is in latitude about 5° 30′ S., and longitude 119° 53′ E. The bay is large, and ships may lie in perfect security in both monsoons; the soundings are good and regular, and the bottom soft mud; the anchorage is with Bonthain Hill bearing N., about half a mile from the shore. In this bay there are several small towns, the principal of which, from whence the bay takes its name, is in the N. E. part of it. Most of the ships bound to the Spice Islands touch here, and pass between Celebes and Saleyer.

Trade.—The principal article of trade here is rice, of which large quantities are annually exported; the others are chiefly brought by the proas, and are similar to those enumerated at Macassar.

Provisions and Refreshments of all kinds are plentiful and at a cheap rate. The beef is excellent; rice may be had in any quantity, as may fowls and fruit. Fish may be caught with the seine, and turtle is occasionally to be procured. The bullocks have humps similar to the Indian ones; there are besides buffaloes, goats, sheep, and deer. Wood and water are to be had in great plenty; the former near a river, under Bonthain Hill; and the latter both from it and another river near the fort: if from the latter, the boats must go above the fort with the casks which are to be filled, where there is a good rolling way; but as the river has a bar, a loaded boat can come out only at high water.

BOOLECOMBA is about 20 miles from Bonthain, near a small river. In the S. W. monsoon the road is dangerous for shipping; small

vessels can, however, run into the river at high water. The land produces large quantities of rice, which is sent to Amboyna and other islands. The anchorage for large ships is, with the flagstaff N. N. W. in 6½ or 7 fathoms, about 2½ miles from the shore.

SALEYER.—This island, which extends about 10 leagues N. and S., is separated from the S. point of Celebes by the Strait of Saleyer. It is well inhabited, and produces large quantities of grain; and much coarse blue and white striped cloth is manufactured from cotton grown on the island.

BUGIS BAY.—This bay begins on the E. side of the S. point of Celebes, which forms, with the island of Saleyer, the Straits of that name, and stretches about 3° to the N. into the middle of the island. The W. side of the bay is better inhabited than the E., and has several villages belonging to the natives. The principal river and town are called Boni, near the bottom of the bay on the W. side, in latitude about 3° S. Ships from Bengal have occasionally visited this place, with a view of trading in opium and piece-goods, and receiving gold-dust, &c. in return; but they have generally been disappointed.

BOUTON.—The S. point of this island is in latitude 5° 42′ S., and longitude 122° 44′ E. It is well inhabited. The principal town is Bouton, in latitude 5° 27′ S.; it is built upon an eminence, with a very steep declivity to the N. W., and is surrounded with thick walls, which secure the inhabitants from the incursions of the Malay pirates who frequent this sea. The houses are built of bamboos, and covered with palm-leaves. The anchorage is with the flagstaff bearing S. 17° W., and the watering place E. N. E., three miles.

Refreshments of various kinds are to be procured here, *viz.* goats, ducks, fowls, rice, and sugar, for which they will take coarse cutlery, hardware, &c., but prefer money. The inhabitants are inclined to be treacherous, therefore care should be taken against them.

The E. coast of Celebes is very imperfectly known, and little frequented. The extensive peninsula by which this coast is formed, is fronted by islands of various sizes, and many islands are interspersed over the great Bays of Tolo and Tominie, or Gonong Tello.

GONONG TELLO RIVER, in latitude 0° 28′ N., and longitude 123° 15′ E., is on the N. side of the great Bay of Tominie, or Gonong Tello, which stretches inland nearly to the W. side of Celebes. The town is about two miles up the river. Ships can only anchor at its entrance in deep water. On the E. side, just within the entrance, are two small coves, either of which a ship may haul into, and lay sheltered from the very strong

freshes that come down the river; immense stones lie on the beach in these coves, which are very convenient for mooring to. The inhabitants are chiefly Mahometans.

Trade.—A considerable trade is carried on here. The Rajah is the principal merchant. For what they have to dispose of, they ask double the price they will take; and for what they want to purchase, they will not at first offer above half what is asked. The articles most in demand are opium, iron, gunpowder, piece-goods of a common kind, and coarse cutlery. Very few European goods answer on this part of the island. Gold is one of the principal exports; but it is necessary to be a good judge of it, as they will take every advantage they can, and it is only to be bought in small quantities of different merchants. There are four or five qualities of it; the price, in bars, from nine to eleven Spanish dollars for one dollar weight, and gold-dust about the same price. It is said that gold to any amount might be procured from Celebes. The mines are about a degree to the W. of Gonong Tello. Rice, wax, beech de mer, and a few other articles may be got reasonably. Tortoise-shell is procured here in considerable quantities.

Provisions and Refreshments.—Buffaloes are in abundance; sheep and goats are cheap; fowls are procured for pice, or for knives—large ones, four for a knife. Water and wood are easily procured.

Coins.—Spanish dollars are the best coins to make purchases with.

The N. coast of Celebes is in general high bold land. Near the N. extreme are two places of trade, Kemar and Manado.

KEMAR, in latitude 1° 22′ N., and longitude 125° 19′ E., is on the W. side of the point, and there is good anchorage within 1½ mile of the shore. This place is easily known by the high mountains, the southernmost of which, Mount Chabot, may be seen 30 leagues in clear weather.

Trade.—Little is carried on here. Opium is always in request, but is under restraint. A small quantity of coarse piece-goods is sold annually.

Provisions and Refreshments are to be had cheap, but not in any quantity without permission from the Resident. Bullocks and hogs are good; fowls, rice, and paddy, cheap; yams, onions, and some other vegetables in abundance. The water here is very excellent.

MANADO is on the W. side of Cape Coff, in latitude 1° 30′ N. and longitude 124° 47′ E. Opium and piece-goods are imported here, for which they receive gold in return, besides wax and many other articles. The Dutch kept this place and Kemar to furnish provisions for Ternate, this part of Celebes being very fruitful, and abounding in rice, &c.

SANGIR.—This island extends from latitude 3° 21′ N., nearly in a

N. N. W. direction, to 3° 46′ N., of an oblong form; broadest towards the N. end, and tapering small towards the S., having several good bays. The principal town and bay are about the middle of the W. coast, and called Taroona, in latitude 3° 28′ N., and longitude 125° 44′ E. The anchorage is within a mile of the shore, in 60 fathoms, near a small river or watering place. There is also another town, called Tabockang, nearly opposite on the E. coast. On anchoring, the canoes come off in great numbers with goats, fowls, yams, coco-nuts, and various fruits and vegetables, for which they prefer white metal buttons to any other commodity; of money they have scarcely an idea. This and the neighbouring islands abound with coco-nuts; a fathom of brass wire will purchase 100; an ordinary knife 300; and four knives, a ballet, or 60 lbs. of coco-nut oil, and other articles in proportion. Water is procured from the river, but must be rafted off, which requires great caution, as the tides run very rapidly near the island. The inhabitants are numerous, and appear mild and benevolent; many of them are habited like Chinese.

The island of Siao bears about S. by W. from Sangir, distant from 12 to 13 leagues.

BORNEO, one of the largest islands in the world, stretching from the 4th deg. of S. to the 8th deg. of N. latitude, and from 150 to 158 degrees of E. longitude, abounds with rivers and harbours, of which the following are those chiefly frequented by the English:—Banjar Massin, Succadana, Pontiana, Momparva, Sambass, Borneo, and Passier. There is a place called Sinkawang, between Pontiana and Sambass, peopled with Chinese in considerable numbers, which has lately been much resorted to by our ships; but the Dutch, to whom it belongs, have interdicted foreign intercourse.

By recent advices, it appears that the Netherlands Government, having subjected several native states, have become undisputed masters of all that part of Borneo, from the Eastern confines of the state of Banjar Massin to the Northern boundary of that of Sambass; which includes all the gold and diamond mines of the island. The ports which are now open to European commerce, are said to be Banjar Massin, Pontiana, Momparva, and Sambass only.

The latest and most authentic account of this vast island may be found in the late Dr. Leyden's *Sketch of the Island of Borneo.*

BANJAR MASSIN is situated a considerable way up a river, which empties itself into the sea some distance from Point Salatan, the S. extreme of Borneo, which is in latitude 4° 10′ S., and longitude 114° 42′ E. There was formerly a town of that name, about 12 English miles from the sea; but it is now removed about six miles higher up, and called Tattas. The mouth of the river is shallow, which obliges vessels of burthen to

remain in the offing. After passing the bar, the water deepens to 6 or 7 fathoms. The branch on which Tattas stands, is called China River. The town consists of about 300 houses, most of them built upon floats in the river.

Directions.—The Dutch Chief occasionally trades with ships visiting the place, but it is in rather a clandestine manner. Should circumstances admit of touching here, you must send a boat well manned and armed up the river to the Dutch factory, and say you want wood, water, and provisions: if possible, hire a small proa, and a man to go with you as linguist; but you must be very much upon your guard how you trust him. You will get a man of this description to go with you for a few dollars, provided he behaves well. Invite the Dutch Chief on board; in all probability he will send down a boat, and request your company on shore, in which case take nothing of value with you except your side-arms. Enquire if the Commandant of the troops and the Chief are on good terms; if they are not, you must be cautious how you talk about trade. Should there be any vessels from the E., you should visit them; they may probably have spices, which they will dispose of for opium and Spanish dollars. A number of Chinese reside at Tattas, who carry on a considerable trade with China and other places, and have a number of shops, which are well supplied with the various productions of the East.

Trade.—From China the junks bring various articles, such as are enumerated at Borneo Town. The proas from Celebes, New Guinea, and the islands to the E., bring birds'-nests, beech de mer, birds of Paradise, cloves, mace, nutmegs, sago, tortoise-shell, wax. Rice, sugar, salt, opium, piece-goods, and China-ware meet a ready sale.

Of European and Indian commodities the following are commonly imported:—Brass wire, coarse cutlery, gunpowder, guns (1 to 3 Cwt.), grapnels, gold lace, iron in bars, looking-glasses, lead in sheets, nails of all sorts, small arms, steel, scarlet cloth, and watches.

Pepper is the staple export, of which there are three qualities:—the first and best is denominated Lout pepper, the next Caytongee, and the third and worst Negaree pepper; of this last sort they have the largest quantity. It is small, hollow, light, and the most dusty; therefore, you must agree to buy by weight, and not by measure, otherwise they will give you the worst and lightest sort, reserving the heavy sorts for the China junks.

Large quantities of gold are likewise to be procured here, which is of a finer touch than that of Sambass; this, like many other eastern commodities is divided into head, belly, and foot. The head, or best, is called

Molucca gold, and is in grains as large as bay salt, of a very irregular shape, and about 22 carats fine. The belly is a smaller sort, like sand or brass filings. The foot is much the same in appearance as the belly; these two sorts are often found mixed more or less with iron dust, or something much resembling it, which comes out of the rivers. The natives clean it by the help of a loadstone, which they rub among the gold-dust in a shell or dish; but it is never got clean out, therefore you cannot be too circumspect when you purchase any; the natives esteem the highest coloured gold.

They have likewise gold in bars, which if you buy, you must cut half through with a chisel; then break and touch them, as they very often cover a base metal so artificially with gold, that if you cut right through with a chisel, instead of breaking it, you will draw the gold over it, and prevent the discovery.

The following articles are likewise to be procured:—Diamonds, fine and large; birds'-nests of the best sort, beech de mer, black wood, bezoar, cloves, camphire, mixed; dragon's blood, nutmegs, pepper, rattans, sago, and wax. The wax and birds'-nests should be carefully examined, as they generally are very dirty and foul.

Provisions and Refreshments.—Provisions of all kinds are in abundance and cheap. Wood and water are easily procured; but it is usual to ask permission officially of the Dutch Chief for leave to procure refreshments, this being considered your only plea for visiting the settlement.

Coins.—Spanish dollars are the chief currency, with a few coins from Batavia, and Chinese cash for small change. The following coins likewise circulate:—

Pillar dollars, which, if full weight, pass for the same as Spanish.

French crowns; there is a loss on these, if taken to China.

Rupees of various kinds, liable to the same objection.

Ducatoons, which pass at the rate of 125 Spanish dollars for 100 ducatoons.

Weights.—Those in common use for gross articles are the pecul and catty; the small weights are teeas, mace, and malaboorongs:—

3 malaboorongs.........	equal to............	1 teea.
6 teeas.....................	"	1 mace.
16 mace.....................	"	1 tale = 614 grs.

Measures.—Grain is measured by the ganton, 230 of which are a last of rice, weighing 3066⅔ lbs. avoirdupois. Cloth is measured by the covid.

SUCCADANA is in latitude about 1° 16′ S., and longitude 109° 18′ E., on the E. side of a deep bay, having good anchorage in the roads in 5 or 6 fathoms, with a group of islands to the S. It is now entirely in the hands

of the Malays, who are under the government of a native Prince, resident at Mattan, about 40 miles S. of the ancient Succadana. Numbers of Chinese reside here.

This is an excellent market for opium, and it is occasionally visited by the country ships.

Directions.—On your arrival, first visit the Shabundar, or Custom-Master. It is the custom here, as at all eastern ports, to make presents. The Shabundar will enquire what you have brought for sale, and will be inquisitive about the quantity; but you must evade giving him this information, till you have ascertained the market prices, and what goods are most in demand. It has been the custom of this place for the Rajah's family to engross all the opium trade. No strangers are allowed to purchase of the Europeans, nor are the Chinese. All other trade is free; but permission of the Shabundar will be necessary, as also to keep on good terms with him.

In bargaining for opium, or other goods, you must settle what returns you are to have. This is generally arranged according to the demand the goods are in. If in great want of them, insist on having all tin; if otherwise, in proportion, half tin, and half pepper; or one-third tin, and two-thirds pepper; or else a proportion of tin, pepper, and gold. Be sure to agree about the price, and let your agreement be in writing, and signed by the party agreed with, whether King or subject, to prevent their flying off, and evading payment, which they will do, if possible.

Trade.—The imports are similar to those already enumerated at Banjar Massin, but in smaller quantities. This place used to be resorted to for diamonds, of which considerable quantities were to be got; they were not considered equal to those procured in India, being generally of a dull water. Gold, tin, and pepper are to be got here; if gold is taken in return for goods, you must trust to the King for its goodness, by having it inserted in your agreement that he is to seal it, and be answerable for its quality. This is the only sure way to take gold at any of the Malay ports; but if you are going to China, the less gold you take, the better.

Duties and Presents.—There is a charge of 250 dollars for anchorage, if you sell goods to that amount; if under that sum, no anchorage is paid. The customs are 5 per cent. upon both goods and dollars. The presents to the principal people should be—the King, to the amount of 50 dollars, the Rajah about 30, and to the Shabundar, and agents, 20 each. The King's is generally given at the first audience.

Coins.—Spanish dollars are the only coin in circulation in the trade

with Europeans, and all bargains are made in this money; but accounts are kept among the natives in tale and mace.

WEIGHTS.—All gross goods are weighed by English weights, and then turned into China peculs. Their small weights are busucks, kupangs, mace, pahaws, and tale, thus divided:—

2 busucks............	equal to............	1 kupang.
4 kupangs............	"	1 mace.
4 mace................	"	1 pahaw.
4 pahaws............	"	1 tale.

By these weights diamonds, gold, bezoar, and other valuable articles are weighed.

PONTIANA, the most recent of the Malay states, is situated upon the principal branch of a large river, named Lewa, whose entrance is in latitude 0° 2′ N., and longitude 109° 12′ E., and which discharges itself into the sea by several mouths. This branch is at its entrance 12 feet deep, and at high water 16 or 17 feet, so that vessels can proceed to the factory. The passage requires 10 or 12 hours. At the distance of 7 or 8 miles from the sea, the river divides itself into two branches, on the southernmost of which the factory stands. The anchorage in the road is from 3½ to 5½ fathoms, safe and free from shoals, the river's mouth E. S. E. off-shore about 5 miles. The population consists of Chinese, Malay, Bugis, Arabs, and Javan slaves.

The principal diamond mines in the island are at some distance at the back of this place. The spots where they are to be found, are said to be known by certain small flints, generally of a black colour, which lie on the surface, and also by the yellow colour of the stony soil. The place is dug in the presence of an overseer; and if any stones are found above five carats, they are claimed as the property of the Sovereign. Besides these mines, diamonds are sometimes found in the rivers, but seldom of any size, or to any amount.

TRADE.—The Dutch import piece-goods for the supply of the natives; but opium and other articles are imported either by their own proas from Pinang, or by country ships stopping here. In 1810, the imports at Pontiana in English ships amounted to 210,000 dollars.

The following are the principal commodities procured here:—Birds'-nests, beech de mer, diamonds, gold-dust, pepper, rattans, sago, and wax.

DUTIES, &c.—The duties on sales are 6 per cent. on piece-goods and other articles generally; 1 dollar per pecul on iron, steel, tin, and salt-petre; 2 dollars per pecul on bees' wax from the interior; and on opium 50 dollars per chest; but late accounts state that the English are charged

100 dollars per chest. A few presents are usually given to the Rajah, but not required.

Coins and Weights.—Spanish dollars are the principal coin; and the China weights of pecul and catty are in common use. There is an inferior coin, called a wang, worth the twelfth part of a rupee.

MOMPARVA.—This river is about 8 leagues from a high but not very large island, called Pulo Dattoo. The point at its entrance is in latitude about 0° 18′ N., and longitude 109° 17′ E.; it is remarkably low and flat, and difficult to be seen; there are eight or nine islands in the offing, and to the N. of it. A very small island, which lays about two miles from the river to the N., and quite close in, is a good mark for it. You anchor in 4½ fathoms, soft mud, with Momparva Point about N. E., distance two or three miles. The bar of the river is very shallow, and soft mud; ships' boats will seldom get in before half-flood. About three miles up are some houses belonging to the Bugis: here you will get a man to pilot the boat to the town of Momparva, which is about 16 miles farther up.

Directions.—Upon your arrival, you must wait upon the King, and state to him the business you are come upon; he will then introduce you to the Shabundar, and Captain of the Chinese, with whom you generally begin and transact trade. You must insist upon it that no country boats shall come alongside your ship, but anchor without your buoys, till you send a boat to know their business, when the Noquedah and one more should be admitted, in order to examine the goods; keep your musters up at town, and all boats that go on board from the King or Shabundar, should be furnished with his chop or seal, because that will in some degree make him responsible, if any loss should happen. There are a great number of Chinese merchants settled here, and seldom less than four or five of their junks, which generally arrive in February or March; so that if you come before that time, you may probably make a better sale of your goods. Momparva is one of the best markets to the E. for opium, as a considerable trade is carried on in the Chinese junks, and by the proas from the neighbouring places and islands.—Caution is necessary in dealing here, as the Captain of a Calcutta vessel was attacked in his boat, and killed in this river, through the treachery of the Rajah of Momparva.

Trade.—The imports are much larger here than at any place on this coast, especially opium. Of piece-goods and other imports similar to those enumerated at Borneo Town, the quantity is considerable. The exports are principally gold and pepper; sometimes you will procure tin, but not so cheap as in the Straits of Banca. Pepper you get cheap. The gold is

inferior to that obtained on the Coast of Sumatra, and to the S. of Borneo; it is called *mas moodo*, or young gold, but the price varies according to the demand, so that you must be guided by a strict enquiry, which your linguist will make, if you do not understand the Malay language yourself.

Duties, &c.—On opium a duty of 100 Spanish dollars per chest is charged; on other imports and exports 6 per cent. It is necessary to make a present of a piece of each sort of piece-goods you import, on being introduced to the King, and likewise to the Shabundar, with whom it is your interest to be on good terms.

Coins and Weights are the Spanish dollar and Chinese pecul; the Chinese cash is current among the natives.

SAMBASS.—This town is 10 leagues up the principal branch of a river, the entrance of which is in latitude 1° 13′ N., and longitude 109° 3′ E. The anchorage is with the river's mouth bearing E., about two miles off shore. In trading here, more caution is necessary than at some of the other ports.

Trade.—The Chinese settlers carry on a great trade. Opium is the largest article of import; piece-goods the next. Gold forms the chief export, and is the usual return. It is only of the fineness of 7 touch. Pearls are met with occasionally; likewise tortoiseshell, and a few other Malay articles. An article has lately been discovered in a range of mountains north of the Principality of Sambass, which appears to be an ore of antimony, of the species called grey foliated antimony. The same mineral is said to exist at Bulang, and at Kamamang, in the territory of Tringano, on the Malay Peninsula. This mineral is extensively used in England medicinally, as well as in the arts, where it is imported from Germany and Spain. It would be a profitable article of export from the East to Europe. The Chinese traders appeared ignorant of its existence as well as uses; but a sulphuret of antimony is used medicinally in Hindostan, where it is termed *Surmeh* (Hind.), and *Saubira* (San.)

Duties are levied here as at Momparva, at the rate of 100 dollars per chest of opium, and 6 per cent. on other commodities. A few presents to the Rajah and principal men are necessary.

Coins and Weights.—The Chinese weights are in common use. Spanish dollars are the coin in which all bargains are made; but hereabouts wax is the currency of the country; it is melted, but not refined, and cast into moulds of an oblong shape, the breadth about two-thirds of the length, and the thickness about half the breadth, having a rattan to lift them by, cast in the wax. A piece weighs a quarter of a pecul, and is valued in

payment at about 10 mace; for smaller payments they have pieces of eight and sixteen to a pecul; and for smaller money, cowries are in use.

BORNEO TOWN.—This town is about 10 miles up a river of the same name, bearing S. W. from Pulo Chirming, a remarkable island on the coast. One mile from the town, the river bends in a short reach, round a small island, in almost an opposite direction; being up with this island, which you must leave on your right, there appears a branch of the river to the left, or S. E.; keeping to the right, you approach the town, to which junks of 600 tons come up. The houses are built on each side of the river upon posts, and are ascended by stairs and ladders; those on the left side going up, extend backwards to the land, each in a narrow slip. The land is not steep, but shelving; every house has therefore a kind of stage erected, for connexion with the land. There is little intercourse from house to house by land, the chief communication being by boats. On the right going up, the houses extend half a mile backwards, with channels like lanes between the rows. The river here is almost as wide as the Thames at London Bridge, with six fathoms water in the channel; and here lie moored, head and stern, the Chinese junks, four or five of which come annually from Amoy, of 500 to 600 tons each. Some of the houses on the right side of the water are two stories high, with stages or wharfs to them, for the convenience of trade.

A considerable traffic is carried on here with Amoy, and several places in China, and with the neighbouring islands; and timber being plentiful, and good for ship-building, the Chinese build large junks, the artificers and iron work for which are brought from Amoy.

The treacherous disposition of the inhabitants of this extensive island has discouraged almost every European from venturing to trade with them. On the N. W. coast, particularly at this place, they have in the river 40 or 50 large proas, which are instantly ready and filled with men, when a ship is to be assaulted. Therefore, unless trading in a large ship, well fitted for defence, it is not safe to remain in the road, and certain destruction to proceed up the river to the town. If a boat is sent on shore, the Rajah will offer to trade when the ship is brought into the river, and when the commander comes to visit him. Beware of complying with these requests; as a short time since, the commander of a large ship, with four of his officers, and part of his crew, were massacred, and the ship and cargo seized. Soon after another ship, mounting 18 guns, anchored in the roads, and after remaining a few days, and communicating in her boat with the town, 28 large proas came out of the river with the intention of attacking her, which compelled her to leave this inhospitable place without trading.

TRADE.—From China are annually imported the following articles to a considerable amount:—Brass ware, China-ware, Canton cloth, coarse cutlery, fire-works, glass-ware, gongs, household furniture, iron in bars, iron pans, looking-glasses, nankeens, raw-silk, silk piece-goods, tea of sorts, sugar, sugar-candy, kittisols, sweetmeats, and woollen goods.

The following piece-goods from India are suitable to the market, and generally find a ready sale:—Beerboom gurrahs, red curwars, blue gurrahs, white gurrahs, Patna chintz, Mow sannoes, Radnagore soosies, Boglepore ditto, Sanno cossaes, ditto mamoodies, Sallam blue, blue baftas, Patna blue cloth, Patna chintz, Illahabad baftas, and blue Tanda cossaes.

Of opium the consumption is considerable. Of European articles the following are the kinds most in demand, but to a very limited extent:—Anchors and grapnels, fire-arms, gold lace, gunpowder, iron, looking-glasses, steel, and watches.

The produce being adapted to the China market, is generally sent in their junks to Amoy; it consists of birds' nests, beech de mer, bees-wax, black wood, bezoar stones, cloves, canes, diamonds, dammer, gold-dust, mother-o'pearl shells, pearls, pepper, rattans, sago, and tortoise-shell.

Camphire is also procured here, and is preferred by the Chinese to that of Sumatra.

DUTIES.—The duties on imports and exports are 6 per cent., and presents to the principal men are necessary.

COINS.—Spanish dollars and Chinese cash constitute the common currency. The Chinese kangash are used in the same manner as at Sooloo.

WEIGHTS.—These are the Chinese pecul and catty.

From Borneo Town to the N. extreme of the island are several bays and harbours; but from the unfriendly conduct of the natives, they are seldom visited by Europeans. To the E. of Tanjong Sampanmangio, the N. extreme of Borneo, in latitude 7° 3′ N., is Malloodoo Bay, which stretches inland a great distance to the S., having regular soundings and good anchorage in most places. This part of the coast abounds with rattans, 10 or 12 feet long, of which a ship-load can easily be obtained. It has also plenty of grain, and inland it is very populous.

BALEMBANGAN.—This island is about 5 leagues N. E. of Tanjong Sampanmangio; its length is about 14 miles, running in a N. E. and S. W. direction: a dangerous reef, dry at low water, projects 3 or 4 miles off its N. extremity. It has two harbours, the N. E. and S. W.; the former is the largest, but on the S. side it is swampy. At the entrance of the S. W. harbour is great convenience for watering. Fresh water may be conveyed

into the lower deck ports of a first-rate lying in 5 fathoms, by means of a hose from a rivulet close by.

BANGUEY.—This island is about 20 miles long, having on the N.W. part, near the sea, a high mountain, called Banguey Peak, in latitude 7° 19′ N., and longitude 117° 6′ E.; it is separated by a channel about a league broad from Balembangan. Ships in want of water, anchor about 1½ mile off the mouth of a river, with the peak bearing N. N. E., where fresh water may be got with facility; but care must be taken to have the boats properly manned and armed, or they will be liable to the attacks of the roving and piratical Malays who frequent these islands.

PASSIER is a considerable distance up a river, near the bottom of a large bay on the E. side of the island; the entrance is in latitude about 1° 54′ N. The anchorage is with the N. extreme of the land bearing N. ½ E., and the river's mouth W., distance about nine miles, from whence you see some fishermen's huts on the N. side of the river. Let your boat, well manned and armed, leave the ship at low water; steer in W. till she is over a flat at the entrance of the river, and then steer for the houses. The fishermen will in all probability endeavour to prevent your going up till they try whether they can purchase for themselves, or not. Your boat is not to pay any attention to them, but proceed on. Passier River contains sixteen reaches, and has five other rivers joining it. The first river you leave on your right hand; the next three on your left; and having passed the fifth, which you leave on the right hand, you are within half a mile of Passier, which consists of about 300 houses, built of wood, situated on the N. side of the river, most of them inhabited by Bugis merchants. The house and fort of the Sultan is on the S. side, a short distance from the river.

Trade.—The imports are nearly similar to those of the other Malay ports. The Bugis proas import many articles from the eastward, such as spices, pearl-shells, beech de mer, sago, &c. which are again exported by the Chinese junks. The articles procurable here, and the prices of them, are nearly similar to those at Borneo. You should make the natives bring the articles you wish to purchase on board, in their proas; then examine them carefully; weigh them, and pay the amount. Your bringing off property in your own boat is a sufficient inducement to the Malays to attempt to cut her off.

Duties, &c.—No duties are levied on imports or exports; but presents to the Sultan and his principal men are necessary, in proportion to the business transacted.

Provisions and Refreshments.—Bullocks, poultry, and sheep are

to be procured here, though not in great abundance. Rice is sometimes dear. They have a great variety of fruits, and fish in abundance.

Coins and Weights.—The former are Spanish dollars; the latter the Chinese pecul and catty.

CAGAYAN SOOLOO is an island of considerable size, in latitude 7° N., and longitude 118° 36′ E. Ships may anchor in a bay, with the westernmost part of the island W. by S. two miles. The bay is clean, and has a river at the bottom of it, with a bar of coral rocks, about 30 yards in width, and 10 yards over. Within and without it is clear sand, free from rocks, and will admit with safety vessels drawing 15 feet water. This island is dependent on Sooloo, and is much frequented by proas from Borneo and the neighbouring islands. Supplies of poultry, fruits, and vegetables may be procured. Some trifling presents must be made to the Rajah, who in return sends on board some fowls and fruits.

SOOLOO.—The Sooloo Archipelago consists of an immense number of islands lying in a N. E. and S. W. direction, the principal of which is Sooloo, in latitude 6° 1′ N., and longitude 121° 12′ E., and to it all the others are subject. This island is of considerable height, extending E. and W. about 10 leagues. The anchorage is opposite the town of Sooloo, or Soong, in 18 fathoms, the Sultan's house bearing S. 26° E., distance about 1½ mile. The town is of considerable size; the houses are built after the manner of the Malays. The number of inhabitants on the island is stated to be 60,000, most of them pirates. They have extended their dominion over the neighbouring islands, as well as a considerable portion of the N. E. part of Borneo. To the E. they are kept in some check by the Spaniards at Samboangan, or Magindanao; yet the vicinity of that settlement does not prevent them from sometimes declaring war against that nation, and disturbing the internal commerce of the Philippine Islands. Every precaution is therefore necessary, more particularly in small vessels, to prevent surprise, as they have very frequently cut off European ships calling here.

Ships bound to Sooloo should give a birth to the steep low shores of these islands, as a precaution against the N. W. squalls. Coming from the W., the proper channel is between Oobeean and Pangootaran, keeping well to the S. The gut between Pangootaran and Pandookan is very narrow, with deep water. Between the S. end of Cagayan, Sooloo, and the two Mooleegee islets to the S. is a safe channel, 5 or 6 miles wide.

At Sooloo and the neighbouring islands is a famous pearl-fishery. The drudges for the pearl oyster are generally made of bamboo, very slight, and sunk with a stone. The large pearls are the property of the Datoos, on whose estates they are found. The Chinese merchants, however, often con-

trive to purchase from the fishermen pearls of considerable value. They are considered inferior to those produced on the pearl banks at Ceylon, being frequently discoloured, and of irregular shapes; they, however, find a ready sale to the Chinese.

Trade.—Country ships from India occasionally visit Sooloo, notwithstanding the danger they run of being cut off. They import brasiery, cutlery, cloth, gunpowder, glass-ware, guns of sizes, hardware, iron in bars, ironmongery, looking-glasses, opium, piece-goods, saltpetre, shot of all sorts, swords, tin ware, tobacco, sugar, vermilion, and watches.

The China junks import brass salvers, brass wire, beads of sorts, China-ware, cloths, cangans, dried fruits, drugs, fireworks, furniture, iron, kowsongs, black; kompow, white; lackered ware, paper, quallis, raw silk, silk piece-goods, steel, sugar candy, tea of kinds, tutenague, wines, and wearing apparel.

The products of Sooloo have been divided into four classes:—

1st.—Articles of value, but such as are either in no great abundance, or occupy little space:—Ambergris is frequently to be had, birds'-nests in great plenty; civet, small quantities only; camphire, in great abundance on Borneo; gold, extremely fine and plentiful; gum anime, or copal, in considerable quantities; lac, a little only; pearls, many of the finest water; tortoise-shell, in great abundance; and wax in small quantities.

2d.—Staples, which must form the cargoes of ships frequenting the place:—Agal agal, betel-nut, beech de mer, canes, cowries, dammer, ebony, kemoo shells, rattans, shark-fins, sago, and sea-weed.

3d.—Goods which may hereafter become staples, but being in no demand, are at present in small quantities:—Cinnamon, clove bark, cotton, coffee, dying woods, ginger, indigo, pepper, rice, red-wood, saltpetre, sapan-wood, sugar, sandal-wood, and wheat.

4th.—Productions which may be useful, but can scarcely be reckoned articles of trade:—Timber of various kinds, fit for ship-building and all other uses, in any quantity, *viz.* blackwood, mahogany, poon, malawee, bintangol, calaotil, palomaria, and banaba; with several other commodities, such as coco-nut oil, earth oil, gumatty, honey, wood oil, &c.

The cargoes of the Chinese junks, homeward bound, consist of agal agal, beech de mer, birds'-nests, blackwood, clove bark, cassia, camphire, gold, mother-o'pearl shells, pearls, rattans, sago, shells, pepper, tortoise-shell, and wax.

The Bugis also trade here, bringing chiefly the cotton manufactures of Celebes; the principal traffic is in slaves.

Provisions and Refreshments.—Bullocks and all other kinds of

refreshments, except rice, are to be procured here, and reasonable, chiefly in barter for cloth, cutlery, small looking-glasses, &c. The water is good and plentiful. Green turtle may be had in great abundance, and for a mere trifle. Yams and sweet potatoes are plentiful; and of fruits they have oranges, equally as good as those of China; jacks, mangoes, guavas, mangosteens, &c.

Coins.—They have no coin at Sooloo, only a currency which they reckon by sanampoory, cangan, and cowsoong, or nankeen: the first is a term only, and the second a coarse China cotton cloth, which goes in payment of goods, and is reckoned equivalent to a Spanish dollar, a few of which are occasionally met with among them. In small payments they make use of paddy, or rice in the husk, which rises and falls according to the plenty or scarcity of grain. In their accounts they sometimes reckon by Spanish money, but commonly by the cangan and sanampoory, of which the following is the rate:—

4 Sanampoories............	make	............1 Cangan, of 6 fathoms long.
4 Sanampoories............	"	............1 Cowsoong, of 4 fathoms long.

The cangan was formerly seven fathoms long; but as the Chinese suffered by impositions here, they have debased the manufacture, and contracted the measure, which example the natives so well imitate, that it scarcely happens a cangan is found six fathoms in length.

The use of paddy as a currency has introduced the custom of measuring instead of weighing grain and some other commodities, as cowries, &c.

Weights.—The Sooloo weights are similar to those of the Chinese; but they have given them other names, and they correspond with the latter in the following manner:—

10 Moohooks......	make	......1 Choochock......	equal to	...... 1 Candarine
10 Choochocks....	"	......1 Ammas........	"	...... 1 Mace
10 Ammas.........	"	......1 Tale	"	...... 1 Tale
16 Tales............	"	......1 Catty...........	"	...... 1 Catty
5 Catties..........	"	......1 Booboot..	"	...... 5 Catties
10 Booboots	"	......1 Lacksa	"	......50 Catties
2 Lacksas.........	"	......1 Pecul	"	...... 1 Pecul

The weights in some of the islands are heavier than the standard; however, as implicit confidence is not to be placed in their dotchins, it will be necessary to compare them with English weights.

Measures.—Their smallest grain measure is a half coco-nut shell, called a panching.

8 Panchings......	equal to	1	Gantang
10 Gantangs	"	1	Raga
$2\frac{1}{2}$ Ragas	"	1	Pecul.

The gantang of rice is reckoned to weigh 4 catties, according to which $2\frac{1}{2}$ ragas make 1 China pecul of $133\frac{1}{3}$ lbs.

The measure for cloth is the fathom, but the Chinese covid is in common use.

BASSELAN.—This island is high and mountainous; its E. extremity is in latitude 6° 30′ N., and longitude 122° 30′ E.; it is separated from the Island of Magindanao by a channel called the Strait of Basselan.

PHILIPPINE ISLANDS.—This Archipelago consists of an immense number of islands of various sizes, on many of which the Spaniards have establishments; the principal of those frequented by the English are Magindanao, or Mindano, and Luçonia, or Manilla.

MAGINDANAO.—This island is of a triangular form, having three remarkable promontories, one near Samboangan, in latitude 6° 43′ N., and longitude 122° 14′ E., where the Spaniards have their principal settlement to the W.; Cape Augustine to the S. E., in latitude 6° 4′ N., and longitude 126° 48′ E.; and Suligow to the N. The island may be divided into three parts: the first under the Sultan, who resides at the town of Mindano, or Selangan, by far the largest and most ancient; the second is under the Spaniards, comprehending a large portion of the sea-coast; and the third is under the Illano Sultans, a sort of feudal Chiefs.

The town of Magindanao, in latitude 7° 10′ N., and longitude about 124° 35′ E., stands about six miles from the bar of the River Pelangy, on the right hand going up, just where the Melampy joins it. The Pelangy is then about the width of the Thames at London Bridge. The Melampy is about half as broad; and as you go up, it strikes off to the right, whilst the Pelangy on the left retains its breadth for many miles. A branch of the Pelangy, called Tamantakka, discharges itself into the sea about three miles to the S. of the Pelangy, which has three fathoms on its bar at high water in spring tides, while that of the Pelangy has only two fathoms.

The town of Magindanao, properly so called, consists at present of scarcely more than 20 houses; they stand just above where a little creek, about 18 feet broad, called the River Magindanao, runs into the Pelangy. Close to the Magindanao, and opposite the few houses making the town of that name, stands the town of Selangan, which may be said to make one town with the other, communicating with it by several bridges over the river. It extends about one mile down the S. side of the Pelangy, forming a decent

street for one half of the distance, and containing about 200 houses. The fortified palace of the Sultan, and the strong wooden castles of the Datoos, take up one side of the river ; the other is occupied by individuals.

On the point of land where the Melampy runs into the Pelangy, is a fort, called Coto Intang (Diamond Fort), and also a town. The fort is on the extreme point of land, in extent about six miles. From the gate which is on the middle of that side of the fort next the land, and which is nearly perpendicular to both rivers, leads a broad and straight street for the distance of above half a mile. It is so well raised as never to be overflowed, and is moated on both sides. At the end of this street a canal is cut from river to river, which bounds the town. On the side next the Pelangy dwell many Chinese families, mostly carpenters, arrack-distillers, and millers. On that side next the Melampy live a few Chinese, but many Magindanao merchants and vessel-builders. They build vessels of various dimensions, and employ them in trading from one port to the other, or in cruising among the Philippine Islands for slaves and plunder.

Trade.—All kinds of India piece-goods answer well here, especially ordinary long cloth, white, blue, and red; handkerchiefs of all kinds; chintz, principally dark grounds; Surat goods of most sorts ; and all kinds of European cutlery and iron. The following articles are to be procured here, in small quantities:—Birds'-nests, cassia, gold-dust, pepper, rattans, sago, tortoise-shell, wax, and several kinds of wood. Precious stones may likewise be procured, but it requires great care to prevent impositions. One pecul of wax is the usual exchange for two peculs of iron. Presents are necessary to the Sultan and principal men, according to the business transacted.

Coins and Measures.—The currency in most parts of the country, as in Sooloo, is the Chinese kangan, a piece of coarse cloth, thinly woven, 19 inches broad, and six yards long; the value at Sooloo is 10 dollars for a bundle of 25, sealed up, and at Magindanao much the same: but here Spanish dollars are scarce. These bundles are called gandangs, rolled up in cylindrical form. They have also as a currency cousongs, a kind of nankeen, died black; and kompow, a strong white Chinese linen, made of flax.

In the bazar, or market, the immediate currency is paly ; 10 gantangs of about 4 lbs. each, make 1 battell, and 3 battells (a cylindrical measure, 13½ inches high, the same in diameter) about 120 lbs., are commonly sold for a kangan. Speaking of the value of things here and at Sooloo, they say such a horse, proa, &c. is worth so many slaves, the old valuation being one slave for 30 kangans.

China cash is in use here, their price from 160 to 180 for a kangan. In making bargains, it should be specified whether is meant real or nominal kangan; the dealing in the nominal or imaginary kangan is an ideal barter. When dealing in real kangans, they must be examined; and the gandangs, or bundles of 25 pieces, are not to be trusted, as the dealers will often forge a seal, having first packed up damaged kangans;—at this the Chinese here and at Sooloo are very expert.

SAMBOANGAN.—The Spaniards are in possession of a considerable part of the S. coast of the island, the principal place in which is Samboangan.

The anchorage in the road is with the Church E. ½ N. about half a mile from the shore. The channel between this point and Basselan being narrow, the Spaniards prevent Chinese junks passing this way.

MANILLA.—This city, the capital of the Philippine Islands, and the principal settlement belonging to the Spaniards in the East Indies, is situated in latitude 14° 36′ N. and longitude 120° 52′ E. in a fine large bay, on the W. side of the Island of Luçonia, or Suzan, the largest of the Archipelago. The city stands on the banks of the river Pasig, obstructed by a bar, but which is navigable for small vessels a considerable distance inland. It is about two miles in compass, and in length about half a mile; the shape is irregular, being narrow at both ends, and wide in the middle. Several considerable rivers empty themselves into the bay, besides the Pasig.

Small vessels generally anchor in Manilla road in five fathoms, the N. bastion bearing N. 37° E., the fishing stakes at the river's mouth N. 18° E. distant about a mile; but large ships anchor at Cavite, where is a good harbour, well sheltered from W. and S. W. winds.

Cavite, the port and marine arsenal of Manilla, is about 7 miles to the S. W.; it stands on a long narrow neck of land, on one side of which is the sea, and on the other the bay that forms the port. It is defended by the Castle of St. Philip, which is by much the best fortress in the island. On the same point stands the arsenal, where the galleons and other vessels are built. The town, which is of considerable size, is in a state of decay. Vessels not requiring more than 17 feet of water, unload inside the low sandy spit of land; large ones lie off the castle. No foreign vessel can be repaired at the arsenal, without special permission.

Trade.—A fertile soil and favourable climate multiply the products of this island. The tobacco is excellent; this article is monopolized by Government. The indigo is inferior to that of Bengal. The coco is fine. It grows spices, sandal wood, ebony, rice, cotton, sugar in abundance, and, latterly, coffee. Native iron is found in masses.

The following sorts of Madras piece-goods were supplied for the Manilla and Acapulco markets:—Blue handkerchiefs, red ditto, blue Cambays, cambric, bordered handkerchiefs, coarse Pulicat handkerchiefs; ditto, English pattern; and Cambays.

Considerable quantities of punjum cloths, and Ventapollam handkerchiefs, are supplied from Madras by contract.

The following sorts of Bengal piece-goods are suitable to the same markets:—Luckipore baftas, 24 by 2; Jugdea ditto, 24 by 2; Chitabooloo baftas, 24 by 2; Calandia ditto, 24 by 2; Luckipore cossas, 40 by 2; Terrindams, 40 by 2¼; Dacca Selly doreas, 20 by 2¼; Conder charconnahs, 20 by 2; tanjebs, 40 by 2; Dacca and Santipore white handkerchiefs, 10 in a piece; Beerboom cossas, 40 by 2¼; gurrahs, 36 by 2¼; Patna cossas, 40 by 2¼; gurrahs, 36 by 2¼; tanda doreas charconnas, 36 by 1¾; cossas mamoodies, 40 by 2¼; Bengal blue cambays, blue handkerchiefs, 10 in a piece; white Santipore handkerchiefs, 10 in a piece; alliballies and bootadas, 20 by 2; gold flowered muslin, 20 by 2; and fine neckcloths.

Junks come from several parts of China, bringing various articles for the consumption of the numerous resident Chinese. Their returns are principally dollars, some cochineal, and black-wood, which is here in abundance.

An intercourse has been opened between the Philippines and the British settlement at Singapore; and recent accounts state, that a cargo of British manufactured goods went off well by auction at Manilla.

A French work contains the following estimate of the commerce and revenue of Manilla:—

Commerce.—Amount of imports, 2,200,000 piastres, *viz.* from Bengal, 400,000; Coromandel, 200,000; Europe, 400,000; China, 500,000; Mexico and Peru, 600,000; America, 100,000.

Amount of exports, 2,600,000 piastres, *viz.* to Bengal and Coromandel, 700,000; China, 400,000; Europe, 600,000; America, North and South, 600,000; other places in Asia, 300,000.

Revenue.—Gross produce, 2,625,185 piastres; expences, 799,240.

Duties.—Foreign vessels were burthened with prohibitory duties; latterly they have been reduced, especially since the revolution in Spain; but no regular tariff has been published. Imports, except bullion, pay about 11 per cent.; coined gold 1½ per cent.; coined silver, 2½ per cent. Exports pay 2½ per cent, except bullion; coined gold pays 1½ per cent.; coined silver, 5½ per cent. The values are regulated at the Customs, and are usually below the actual prices.

A recent proclamation of the Intendant General directs, 1st. That dyed cloths of Madras and Bengal shall pay the established duties at a valuation of 200 dollars per corge, or 10 dollars per piece, whether fine or coarse. Printed cloth, and any other kinds not dyed, are not included. 2d. That dyed handkerchiefs of the aforegoing description (excluding printed handkerchiefs), shall be valued at 180 dollars per corge. 3d. That all coarse China cloth (except angua woollens, or colitas, and any other sort of fine linen) shall pay an additional duty of half a rial per piece, equal to 12½ per package. 4th. Twist and dyed twist, of which the fine Madras cloth is made, and also the ingredients from India for dying the said twist flesh colour, shall be free from import duties.

Regulations.—The Cortes of Spain in 1819, opened the trade between the Philippines and their own ports, in America and Europe, as well as foreign ports in the East Indies and China, but clogged it by several limitations ; especially one which forbade the importation, by the way of the Cape of Good Hope, of more than 60,000 dollars worth of foreign merchandise on each vessel. A manifest of the cargo, and list of crew, must be delivered at the Custom-House before unloading.

Coins.—Accounts are kept thus :—

34 Maravedis, or 7 Granos......	equal to	......1 Rial.
8 Rials, or 16 Quartellos.......	"	......1 Dollar, or Peso.
16 Dollars	"	......1 Doubloon.

The course of exchange between Bengal and Manilla varies from 38 to 45 Spanish dollars per 100 current rupees.

Weights.—Besides the Spanish weights, the Chinese pecul is used here. The small weights are as follow :—

1 Mexico dollar in weight......	equal to	......1 Ounce.
16 Ounces	"	......1 Pound = 1 lb. 7½⅔ drs. avoir.
10 Ditto.............................	"	......1 Tale of gold weight.
11 Ditto.............................	"	......1 Tale of silk.
9 Ditto.............................	"	......1 Punto of gold or silver thread.
22 Ditto.............................	"	......1 Catty.
8 Ditto.............................	"	......1 Mark of silver.

SECTION XXVII.

SIAM, COCHIN CHINA, AND TONQUIN.

SIAM.—At the head of the Gulph of Siam is the great River Meinam, which empties itself into the sea by several mouths, forming a number of small low islands, which cannot be seen above three leagues off; but it is rather more elevated at the E. branch, by which it may be known. This is the best navigable channel, although the bar, partly composed of hard sand and partly of soft clay, has on it only 8 or 9 feet at low tide; there are 17 or 18 feet on it at high water, spring tides. Just beyond the bar there is an extensive mud flat, which does not injure a ship taking it. The entrance of the river is in latitude about 13° 30′ N., and longitude 101° 15′ E., and the anchorage is to the S. of the bar, about 3 or 4 leagues off. Ships intending to proceed up the river, ought to procure a pilot. A short distance within the bar, on the E. bank, there is a town called Paknam, where all vessels proceeding up the river, land their guns, ammunition, &c. From hence the navigation is safe to Bankok, and it is said still higher, and the soundings regular from 6 to 9 fathoms, mud. Ships may anchor close to the shore in 4 or 5 fathoms.

Bankok is about 10 leagues from the sea; it is about 1½ mile long, and half that breadth. It is enclosed with walls on the E. and S. sides, which are washed by the river. The country hereabouts is well inhabited.

Juthia, or Judia, the capital city and residence of the King of Siam, formerly stood on the place which is now called Bankok, from whence it was afterwards removed to the place where it now stands, being a low island about four miles in circumference. The country round is very flat, and cut through by many canals coming from the river, and by them divided into so many squares or islands, that the people pass from one part to another in boats. The city is surrounded with a brick wall, which on the N. and S. sides is about 25 feet high. The defences are very weak, though it is stated that the Siamese are strengthening their fortifications, and constructing a citadel at Paknam. To secure the city wall from being injured

by the current, a narrow bank or quay is left, which is built upon in many places. Several large canals from the river run quite through the city, generally at right angles, and many smaller ones branch out from them. Ships may come from the river up into the town, and land their cargoes near the principal houses. The streets run in a straight line along the canals; some of them are tolerably large, but the greater part narrow, and in general very dirty; some are also overflowed at spring tides. The first street, on entering the city, runs W. along the wall; it contains the best houses, and is that in which the European factories formerly were. The middle street, which runs N., is well inhabited, and full of the shops of tradesmen and artificers. Numbers of Chinese and Moors reside here; their houses are all built of stone, very small and low, covered with flat tiles; those of the natives are in general of timber and bamboos, covered with palm-leaves. The many canals occasion a great number of bridges; those which are over the great canals are built of stone, but those over the smaller are generally constructed of wood.

Round the city lie many suburbs, or villages, some of which consist of inhabited vessels rather than houses, containing two or three families each: they remove them from time to time, and float them, particularly when the waters are high, to places where fairs are kept, to sell their goods. The houses which stand upon firm ground, are generally built of bamboos, planks, and mats; those on the banks of the river stand on posts about six feet high, that the waters may freely pass under them. Each house is furnished with steps to come down in dry weather, and with a boat to go about when the waters are out.

A mission from the Indian Government was dispatched to Siam in 1822; but few authentic particulars are yet known of the country from this source.

Trade.—From the different parts of India and China are brought the following articles for the use of the country, few of which are again exported:—Brasiery, scarlet cloth, cutlery, China-ware, glass-ware of every kind, guns and pistols, hardware, ironmongery, ink of China, lackered ware, looking-glasses, gold lace, nankeen, opium, piece-goods of sorts, paper, raw silk, silk piece-goods, China saffron, sweetmeats, swords, spices, sugar-candy, tea, toys, vermilion, watches, and coarse woollens.

Various articles of eastern produce are brought by Malay proas to meet the country ships and China junks, which are enumerated among those exported.

The King is the principal merchant, and engrosses the greatest part of

the trade. When you have settled with the Datoo, or King's merchant, what part of your cargo the King is to have (which is commonly called a present, unless he asks particularly to buy any thing), some of the principal merchants of the place are called in to value them; and as they are valued, you are paid by the King, as a present, in the goods which he monopolizes, at the highest prices they will bring at most markets in India.

No private merchants are permitted to trade in tin, tutenague, elephants' teeth, lead, or sapan wood, without leave from the King, which permission is seldom granted, as he monopolizes these articles to himself, and pays in them for any goods he purchases.

In purchasing sapan-wood, it is customary to allow five catties per pecul for loss of weight; and as each draught is weighed by the five pecul dotchin, you are allowed 525 China catties, which, if it is the first sort, should not be more than from 16 to 18 pieces; the second sort runs 22 to 24 pieces; and as the number of pieces increases, the price falls in proportion. The quantity of this article exported, is in some years 300,000 peculs.

The mountains produce a few diamonds, which are of an excellent water; likewise sapphires, rubies, and agates; gold is also met with in various parts of the country. They have also excellent copper, but not in any great plenty.

The following articles are also procurable from private merchants:—Agala wood, betel-nut, beech de mer, benjamin (head), birds'-nests, cardamums, copper, diamonds, gamboge, gold-dust, pepper, rattans, rice in large quantity, salt, sugar, and wax.

The commercial intercourse between Siam and the settlement at Singapore is increasing every season. During the months of January and February, of the present year (1824), no less than 16 Siamese junks entered the harbour, laden with sugar, rice, sticklac, benjamin, salt, coconut oil, tin, sapan, and rose wood, qualies, (cast iron cooking pots,) &c.

All accounts received at Singapore concur in representing that the Siamese Government is desirous of cultivating a commercial connexion, though upon their own terms.

Duties, Port Charges, &c.—By the treaty entered into with Siam, the free admission of British commerce is stipulated, and an engagement is made that the duties shall never be raised. These duties are generally 8 per cent. on imports, except a few articles which are excused. The exportation of bullion and even coin is free. Sugar pays 1½ tical the pecul. The charges, however, are of the nature of duties; and it is represented that 1200 dollars is about the amount of the port charges on a ship of 350 tons.

Every application for a permit to purchase any description of goods

costs 10½ ticals. This permit only serves for one house, and one time of weighing; so that if you are about receiving any quantity of goods, of the same quality, from different merchants, agree with them to send it all to one house, and make one day for weighing off the whole in the merchant's name at whose house it is weighed. This will save the expence of a multiplicity of permits, and forward business. Each weighing day you must have three of the King's writers, the first and second Shabundar, and the linguist, and to each you daily pay one quarter tical; but it will be to your interest to give them some trifling presents. The Shabundar is generally an European, but not more on that account to be trusted.

Ships from any part of the Peninsula of India pay the following customs before they are permitted to sail:—

Measurage, if above 18 feet beam, to the King	10 ticals.
Ditto to the Barcola, or first Shabundar	10 ditto.
Ditto to the second Shabundar	10 ditto.

For arrival at the bar	10½ ticals.	For each permit	10½ ticals.
For pilots and entrance	10½ ditto.	A permit to measure	10½ ditto.
To pass the 1st chop-house	10½ ditto.	Ditto to open bales	12 ditto.
Ditto 2d ditto	10½ ditto.	Ditto for leave to sell	10½ ditto.
On departure to 1st ditto	20 ditto.	Registering inwards	1½ ditto.
Ditto 2d ditto	20 ditto.	Two permits to pass the chop-house	21 ditto.

At the place where the guns and ammunition are landed (which all vessels frequenting the port are obliged to do), you pay 20 ticals, with some other charges.

Vessels from Malacca, Palembang, Banca, Batavia, Tringano, Cambodia, and Cochin-China, pay neither duties nor customs on their goods; they only pay the following port-charges:—

For registering inwards	1½ tical.
Two permits to pass the tobangoes, or chop-houses	10½ ticals.

If the vessel has no goods, she will pay a tical per covid of 14 inches for her breadth of beam; but if she comes here to trade, she pays 2 ticals per covid.

All vessels from India going to Siam, should take a fresh port-clearance from Malacca, as the great indulgences she will enjoy, must obviously appear, and the saving in the measurement and charges.

It is important to mention that a strict conformity to customs is requisite in trading here. Last year a commander and supracargo of an English vessel at Bankok were cruelly treated, because they suffered a horse

to be killed which had been presented to, but not accepted by, the King; and because they were unwilling to be searched when on shore.

Provisions and Refreshments.—Bullocks, sheep, and goats are in plenty; but the former are not permitted to be killed, from religious motives. Poultry of all kinds is in abundance, and cheap. They have all the tropical fruits, and the sea yields excellent fish of all kinds, particularly flounders, which are dried, and exported to all the eastern ports. Here is procured the best balachong, a composition of dried shrimps, pepper, salt, and sea-weed, &c. beaten together, to the consistence of a tough paste, and then packed in jars for use and exportation; it is much sought after by the Malays, but to an European palate it is not very pleasing.

Coins.—Accounts are kept in tales, ticals, miams, fouangs, and cowries, thus divided:—

800 Cowries	equal to	1	Fouang, called by the natives Phuani.
2 Fouangs	"	1	Miam, or Mace
4 Miams..........	"	1	Tical, or Baat
4 Ticals	"	1	Tale, or Tamluni
20 Tales............	"	1	Catty.

There are likewise silver coins called songfais, 2 to a fouang; and fainungs, 2 to a songfai.

10 miams are equal to a China tale, and 5 Siam tales are always reckoned at 8 China tales.

The coins are gold ticals, which pass for 10 silver ticals; miams, fouangs, and samporfs, the latter being one-quarter of a fouang. The silver tical weighs 236 grains, and is from 11 oz. 4 dwts. to 11 oz. 12 dwts. fine; these coins are often adulterated. Two ticals pass commonly for a Spanish dollar, and 2½ ticals for a Dutch ducatoon.

The fineness of gold and silver is expressed, as in China, by touches.

Weights.—Great weights are ticals, catties, and peculs, thus divided:—80 ticals make one catty of 20 tales; and 50 Siam catties should be equal to 1 China pecul of 133⅓ lbs. avoirdupois; for all their goods are weighed by the China dotchin; but the King's pecul at Siam is never found to give more than 129 lbs., and the catty 41 oz. 4½ drs. The common fashion is to divide the pecul into 100 parts.

Gold and silver are weighed by the tical, which is equal to 9 dwts 10 grs.

Measures.—The largest measure for corn is the cochi, of 40 sestes; the seste contains 40 sats, and weighs 100 Siam catties, or 258 lbs. avoirdupois.

The long measure is 2 soks, making 1 ken; 2 kens, 1 vouah, which is 75$\frac{2}{3}$ English inches; 20 vouahs make 1 sen, and 100 sens, 1 league, or roeneng, which is 4204 English yards.

CANCAO is situated on the E. side of the Gulph of Siam, about four miles up a river, navigable for vessels of burthen, in latitude about 10° 5′ N., and longitude 104° 5′ E. A number of Chinese are resident here, who carry on a considerable trade with Canton and various parts of Cochin-China.

Trade.—The commerce of this place is chiefly in the hands of the Chinese. Tutenague forms one of the principal articles of their imports.

The exports are nearly the same as those enumerated at Siam.

Coins.—Most bargains are made in Spanish dollars, which, with Chinese cash, are the current money.

Weights.—All goods are bought and sold by the Chinese pecul and catty.

Between this port and Pulo Oby, a small island off the S. W. point of Cambodia, in latitude 8° 25′ N., and longitude 104° 54′ E., there are no places of trade. On the N. side of that island a few families are settled, near the watering place, where 100 butts of water may be filled with convenience in a day. About 40 leagues to the E. N. E. of Pulo Oby is

PULO CONDORE, the principal island of a small group which goes by this name, about three leagues long from N. E. to S. W., and two to four miles broad; the centre is in latitude 8° 40′ N., and longitude 106° 42′ E., and is about 17 leagues S. by E. from the mouth of Cambodia River. This island is the only one inhabited; it is a ridge of high mountains, difficult of access, and separating the harbour from the great bay, where the inhabitants dwell, who amount to about 200, all fugitives from Cambodia and Cochin-China, said to be exceedingly indolent, covetous, and poor; but a late visiter gives a better account of them. The mission to Siam in 1822 touched at Pulo Condore, and were received with great kindness by the inhabitants. The middle island is advantageously situated to the W. of the great one, forming between the two an excellent harbour. On the S. E. side of the great island there is a very spacious bay, at the entrance of which are some small islands that close it up, as it were, half way. Its chief entrance is to the S. E.; the others are neither so good nor so convenient. Within this bay, upon a marshy and sandy plain, is the village, consisting of about 40 huts, built of timber, bamboos, &c. Pilots are procured here for ships proceeding to Saigong River. A person landing here in 1818, was presented with some Chinese characters, which, being after-

wards translated, signified, "Whither is your vessel bound? What has brought you here?"

Pulo Condore produces only sweet potatoes, small gourds, very bad water-melons, and black beans, all in small quantities. It contains many forest trees, some of which are fit for masts and yards to ships. It has no springs, affording only rain-water, which running down the mountains among the rotten leaves of trees, acquires an unwholesome quality; wherefore the inhabitants prefer the whitish water of the wells to the clear water from the mountains. Their only game consists of wild pigeons and a species of woodcock. The island abounds in reptiles, consisting of snakes of a prodigious size and length, others smaller, and many of them venomous; likewise centipedes, scorpions, and a variety of insects; but the ants are the most troublesome of all, getting into every thing, and spoiling whatever they enter. All these, with the sterility of the soil, and the unwholesomeness of the air, render Pulo Condore a wretched abode.

COCHIN-CHINA.—The whole extent of coast from the Gulph of Siam to that of Tonquin, which is commonly called the Coast of Cambodia, Tsiompa, and Cochin-China, was subjected by the latter Government, and formed into three divisions:—the southernmost extends from the Gulph of Siam to latitude about 12° 0′ N., and is called Donai; the centre extends about three degrees to the N., and is called Chang; the northernmost extends from thence to Tonquin, and is called Hué. The Siamese have, however, possessed themselves of some of the ports of Cambodia. There are few countries that contain so many excellent bays, roads, and harbours as Cochin-China, or that are better situated for commerce, from its interior communication by means of numerous rivers.

The visit of Mr. Crawfurd in 1822, it is expected, has furnished better information than we have hitherto possessed, respecting the condition of this country, and the character of its Government; but few authentic particulars have yet been suffered to transpire.

The principal places on the coast are Cambodia, Saigong, or Sey-gun, Nhiatrang, Quin-hone, Turon, and Hué; but the British trade is confined to Saigong, Turon, Hué, and Faifoe.

CAMBODIA.—The city is situated about 80 leagues up a river of the same name, which is said to communicate with the Meinam, and which disembogues into the sea by three principal branches. The westernmost is the proper one for large ships; its entrance is in latitude about 9° 35′ N., and 18 leagues N. by W. from Pulo Condore. The sands at the entrance render the navigation into the river difficult, particularly as they are liable

to shift; it is therefore prudent to anchor in 4 or 5 fathoms outside, until a pilot can be procured.

The Coast of Cambodia is said to contain some very fine ports; among which is Chantibun, tributary to Siam, containing 20,000 inhabitants, and a place of much trade in pepper and cardamums; Kang-kao, or Athien, the frontier town of Cochin-China, nearly equal in size to the former. There are besides Nakon-wat, Nung-ka-bin, and Kamao. Along the whole coast, from the latter place, (situated on the point of Cambodia), to Cape Liant, (called by the Siamese Lem Sam-me-san), is an uninterrupted archipelago of beautiful islands, inhabited by Cochin-Chinese, Cambodians, and Chinese, who collect sea slugs, which abound here, and agala wood.

A recent anonymous account states, that the kingdom of Cambodia is separated into three divisions; one of which is tributary to Siam, one to Cochin-China, and a third is independent. The two former comprise the sea-coast; the third, the capital of which is a populous city named Panompin, is several days' journey up the river.

Trade.—The country being subject to Cochin-China and Siam, its trade has merged in that of those two states. The Chinese junks, of which two or three come annually to Cambodia, import China-ware, dried fruits, lackered ware, pepper, sweetmeats, silk goods, tutenague, and tin. Few European commodities are saleable, except cutlery, hardware, and broad cloth.

The productions of the country are elephants' teeth, wood of various kinds, gamboge, and some gold.

Coins.—The gall, a small piece of silver, worth about fourpence, with characters on one side, is the only coin of the country. Spanish dollars and Chinese cash are current.

Weights.—The Chinese pecul is the weight commonly used.

SAIGONG, or SEY-GUN.—This city, the capital of Cochin-China, is situated upon a fine unobstructed river, in latitude 10° 15′ N., and longitude 106° 40′ E., of which Cape St. James forms the E. boundary. Ships proceeding up the river, anchor in a bay within the Cape, where there is a village. There is no need of a pilot; but if you want one, you must apply to the Chief, who will give you a fisherman that generally proceeds before the vessel in his own boat, during the N. E. monsoon; but in the other monsoon, as they do not keep their boats in the bay, which is open to the W. winds, he comes on board the ship to conduct her to the village of Cangio, which is on the left side of the river, about a mile from its entrance; for which service you present him with a few dollars.

It is customary to anchor before Cangio, where there is an inferior

Mandarin, and a Writer, who forward intelligence of any vessel that may arrive; you must then wait a day or two for the King's order before you can go farther up. If the Commander or any officer of the ship wishes to go up, they apply to the Chief of the village, who furnishes them with a covered boat, in which they proceed quickly. It is usual to make the Mandarin and Writer a small present, such as a hat, a piece of red or blue cloth, with a few bottles of sweet wine, these being the articles they most esteem next to fire-arms. On his part, the Chief sends fresh fish and betel, or some other trifle, for the place where they live is very miserable; he likewise gives you a pilot, who, like the former, points out the course you are to steer, without interfering with the vessel. When permission is received at the village, you weigh, and proceed up, taking care to have boats ready to assist in towing, because here the channel in several parts is narrow, and the tide is not regular. At some distance higher up, you will perceive the masts of the vessels lying before the city, and the flagstaff of the place. You may anchor before the city; but strangers prefer mooring below, because the King's godowns are at that part, and it is near the grand China bazar, about three miles from the City of Saigong, and where strangers have a good deal of small trade. The King's vessels are a little higher up, opposite the city gates, for expediting their communication with the arsenal. The Chinese are mostly on the opposite side of the river. The Portuguese generally salute when they anchor, but it is not returned; however, as the Cochin-Chinese are accustomed to this ceremony, every merchant vessel should conform to it, as the Cochin-Chinese are very tenacious in this respect.

At Saigong you find linguists who speak the Indian Portuguese indifferently; they come very readily on board, and conduct you to the Mandarin, with whom strangers treat. This Mandarin obtains for you an audience of the King, informing you of the day. Although you are not obliged to make any presents, it would perhaps be politic to do so, as the Portuguese are disposed to do you all the bad offices in their power, being jealous of interlopers. Presents consist in general of articles not only curious, but useful; such as fire-arms of good workmanship, a curious watch or clock, sabres, or short hangers for the King; some pieces or cuts of red, green, yellow, or blue cloths, velvets, or rich European stuffs for the Mandarins; but you must not be too prodigal of your presents, and only give to those who can be of service to you. Those customary to make on your arrival are, to the King, to the Prince, his son, and to the Mandarin, who has the charge of strangers; the others are only to those who are employed by the King, such as the Chief of the Marine, Commandant of the Arsenal,

Storekeeper, &c. For them cloth, large round hats, or any other trifles are sufficient, and these sparingly; for these men are very avaricious, and make no scruple to ask, through your interpreter, for what they may want, without any shame. You must be on your guard against the thievish disposition of the coolies and writers in delivering and receiving your cargo, as they will cheat you in the weights and measures with an effrontery and dexterity unequalled. The Governor is a person of great influence. The number of inhabitants in Saigong is from 30 to 40,000.

Saigong is said to be regularly fortified, after the French model. All the principal articles for ship-building are here in great abundance; timber of every description, of excellent quality, and intelligent shipwrights; spars for large and small masts, dammer, oils of many sorts, very long rattans, excellent hemp, both for cordage and sail-cloth, and mines of iron and other metals. The S. provinces furnish rice, betel-nut, and sugar in large quantities. The province of Donai produces indigo, and Cambodia abounds in various woods for dying, gums of several descriptions, odoriferous woods, and oils for varnish; also fish and birds'-nests; the middle provinces produce pepper, silk, cotton, aloes, and silver; and those to the N., agala-wood, tea, and gold.

Chinese merchandise is in great abundance, from the number of junks which annually frequent the different ports; and it would be easy for an European nation established in Cochin-China, to procure there all the articles which they now go to China for, and purchase at a dear rate.

QUIN-HONE.—This harbour, one of the best in Cochin-China, is formed on the left by a neck of sand about four miles long, and on the right by steep mountains; its entrance is in latitude about 13° 45′ N., and longitude 109° 11′ E. This was formerly a place of considerable trade, and all the neck of sand was covered with houses; its position is nearly in the middle of the kingdom, and in the neighbourhood of the City of Quin-hone, the capital of the country.

NHIATRANG.—Nhiatrang Bay is large, and well-sheltered; the anchorage is in 8 fathoms, with the entrance of the river N. W. about a mile; the river has a bar, and will only admit vessels drawing 7 or 8 feet water. It communicates with the city, which is about five miles to the W., and the capital of the province. This place is well situated for trade, and is the grand mart for the commerce of this part of the coast. A considerable quantity of silk is manufactured here.

There is a rocky bank in the bay with about four fathoms. When on it, Dune Island bears S. 83° 30′ E.; and a small white rock, called Seché, is in one with the E. extreme of the land.

FAIFOE is situated on the banks of a river, navigable now only for vessels of about 100 tons burthen; the river communicates with Turon Bay. Faifoe is distant from Turon about 40 miles. The junks lie about three miles from the town, in another river that communicates with that of Turon, where vessels of 200 tons burthen may enter easily. Opposite the river, about three leagues from the main, lies the island of Cham Calloa, in latitude 15° 54′ N., on the W. side of which is good anchorage; and here you ought to anchor till you have permission to trade, and (if your vessel is small enough) to enter the river. The town of Faifoe is about ten miles from the sea; it is almost entirely inhabited by Chinese, 5,000 in number, and is at present the principal seat of the commerce with China.

TRADE.—The country ships from India which trade to the different ports in Cochin-China, carry the following European and Asiatic commodities, *viz.*—Brimstone, brasiery, cutlery, clocks, cloths, scarlet, cotton wool, camlets, furs, ginseng, guns, gunpowder, glass-ware, hard-ware, ironmongery, lead, looking-glasses, lace, gold, mathematical instruments, opium, pepper, piece-goods, pistols, tin, tobacco, saltpetre, silver, sandal-wood, swords, shot, vermilion, watches, and woollens.

The Chinese have the greatest share of the Cochin-China trade; they supply not merely their own products, but those of the adjacent countries.

The Japanese carry on a considerable trade with Faifoe; their principal import is copper, with several articles similar to those from China, already enumerated.

The principal article of produce for a cargo to India is sugar, of which there are three sorts:—Sugar-candy, white powder sugar, middling sort, similar to Manilla sugar, and brown powder sugar.

The sugar-candy is the finest in the world, and is much esteemed at China, forming a considerable part of the cargoes from hence to China; it is manufactured principally in this neighbourhood.

The sugar is brought down for sale in June, July, and August; but the greatest quantity in the end of July, when the Chinese are busy buying it up to send to China. The Portuguese factor who has permission to stay, frequently buys in the latter end of August and the beginning of September, after the Macao ship and all the junks are gone, and prices are lower. The women sometimes sit in the street with small samples; but they will generally come to the houses of considerable buyers, and after the price is agreed by sample, they bring it all into your house, and there, before it is weighed, each basket is tried by a long taper bore, by which you easily detect any fraud. It is always in very unhandy baskets, of four or five Cwt. each; and each parcel, from 5 to 15 baskets, of a different sort; for

which reason it is customary to start all your sugars, and mix well together what comes nearest in quality, and at your own expence repack it into more convenient parcels; the whole charges of repacking it into baskets, shipping, &c. do not exceed 50 cash per pecul.

They have plenty of silk, which they manufacture into various articles for their own use; but if they had otherwise a demand for that commodity, they would soon bring it to as great perfection as in China. Cinnamon and dye stuffs are also to be procured here. Gold is to be had in considerable quantities; it chiefly comes through the hands of the King, and is run into small bars or ingots of 10 tales each, which having the King's stamp, always pass in China at 94 touch; such as have not, cannot be depended on.

The women here are the principal merchants. They are very industrious, and make no scruple to converse and deal with strangers; and your household affairs will never be rightly managed until under the care of one of them, who will be very faithful to the tedious work of counting your cash; but you must never take one without being well recommended. She should be a Chinaman's widow, to be received from her parents or friends. Take great care of tampering with your linguist; make him believe you put great confidence in him, but never trust him. Learn some words of the language as soon as possible, that you, with your female housekeeper, may be able to transact some business without always troubling your linguist.

Several junks from Cochin-China visited Singapore in the early part of the present year. They came from Saigong, and reached the settlement in four days, bringing rice, sugar, sugar-candy, raw silk, Tonquin lead, tea, and other Chinese commodities.

Directions.—On the arrival of a ship, officers are sent on board till you have the King's chop, and the charge of your entrance agreed upon, which is according to the size of your vessel, or your stock on board. There is a person at Faifoe, in an office like that of Shabundar, who will assist you in your entrance, to whom it will be necessary to make a small present, though you will not be able to finish this business till you are on the spot where it is transacted, which is always at Hué, (or Whey), where the King resides, two days' journey from Faifoe, whither it will be best to proceed as soon as possible, where you will act with more certainty, and not risk the being deceived by any inferior officer who may pretend to have it in his power to serve you.

There is nothing better, (and scarce any thing else that will do), to carry to Cochin-China than tutenague, which the King always engrosses to himself. You will find a loss of 3 per cent. in the weight of tutenague sold to the King. If a ship goes from India the latter end of April, it will

be safest to carry tutenague, if it can be bought so cheap that you can have your own money for it, as you have the advantage of receiving new cash from the King in payment; but if gold is dear, you will lose nothing by carrying dollars, and selling them on your arrival to the Portuguese or Chinese, who, not being obliged to invest the returns of their tutenague in sugars, are compelled sometimes to carry gold at a great disadvantage. The greatest part of your stock ought to be in dollars or tutenague, for other goods are not to be depended on at first, till they have been tried, unless a little cutlery in low-priced spring knives and scissars, and a few piece-goods of various kinds; there will be no loss on cowries, cochineal, sulphur, and beech de mer.

The greatest difficulty here is (as probably you are not acquainted with their language), the transacting all your affairs through the medium of a linguist, who is always with you, and lives in your house; they are generally paid 2 or 300 quans a season, besides perquisites, which it will be difficult to hinder them of. If, on your arrival, you are greatly at a loss for want of one till you go to Court, you will find somebody that may do for two or three days about the Portuguese House, who generally at all times of the year have people at Faifoe; if not, it will then be proper to make application to the governing Mandarin to send for one from Court, where the professed ones generally reside. It is a very material point to keep him in your interest, for on that your success greatly depends; but whoever aims at having an easy and smooth trade with the Cochin-Chinese, must as soon as possible begin to learn their language, which may be easily attained. Though the Chinese characters are used to express the same meaning and things, yet the speech is quite different, and of a much easier and plainer expression.

The following official notification has appeared at Calcutta:—

Government Advertisement, July 24, 1823.—The public are hereby informed, that the Government of Cochin-China has officially communicated to the agent of the Governor-General, lately deputed to that country, its consent to the admission of all British vessels into the ports of Sey-gun, Han or Turon, Faifoe, and Hué, on the terms specified in the annexed translation of an official copy of the Cochin-Chinese Tariff, and regulations of trade, delivered to the Governor-General's agent.

Translation of the Cochin-Chinese Tariff.—" These are the Regulations of Commerce for all nations trading to the Kingdom of Cochin-China.

" For Hue.—Vessels of Canton, Chu-chao, Nam-hong, Wai-Chao, Su-heng, To-Kein, Chi-Kong, (provinces of Canton), and the ships of the European nations, pay as follow:—

"Vessels measuring from 14 to 25 cubits in the beam, pay 84 kwans per cubit. Vessels measuring from 11 to 13 cubits, 54 kwans; from 9 to 10 cubits, 42 kwans; and from 7 to 8 cubits, 20 kwans a cubit.

"For Sey-gun.—Vessels of Canton, Chu-Chao, Nam-hong, Wai-Chao, Su-heng, To-Kein, Chi-Kong, (Te-he-Kian), and the ships of European nations, pay as follow:—

"Vessels measuring from 14 to 25 cubits pay 140 kwans per cubit; from 11 to 13 cubits, 90 kwans; from 9 to 10 cubits, 70 kwans; and from 7 to 8 cubits, 35 kwans a cubit.

"For the Port of Han.—Vessels of Canton, Chu-Chao, Nam-hong, Wai-Chao, Su-heng, To-Kein, Chi-Kong, (Te-he-Kian), and the ships of European nations, pay as follow:

"Vessels measuring from 14 to 25 cubits in the beam, pay 112 kwans a cubit; from 11 to 13 cubits, 72 kwans; from 9 to 10 cubits, 56 kwans; and from 7 to 8 cubits, 28 kwans.

"Export Duties.—Cardamums, pepper, cinnamon, ivory, rhinoceros' horns, esculent birds'-nests, sapan-wood, ebony, and rose-wood, pay a duty on every 100 kwans, of five kwans.

Wood for coffins or ship-building, pays a duty of 10 per cent.

In passing the duties, Spanish dollars are received at the rate of one kwan five mas, and the silver currency of Cochin-China at the rate of two kwans and eight mas, for each ingot. Payment of the duties may be made in silver, or in the zinc currency of the country, or partly in each, at the option of the merchant.

"Contraband Articles.—The exportation of the wood called tet-lan (a fancy wood), and the wood nam (a perfumed wood, used by the rich in making coffins), is prohibited.

"The exportation of the gold and silver ingots of the country is also prohibited; as also of the seed called suk, rice, salt, copper, zinc coin, agala wood. The carrying off men and women from the country is also prohibited.

"Ships or vessels paying the duties at one of the ports enumerated, are exempted during that voyage from the payment of duties at any other, with the exception of export duties. This applies if they should stay a year on the coast of Cochin China; provided that during that time they should not visit any other foreign country.

"*Note by Government Secretary.*—A Cochin-China cubit used in measuring the ships and vessels for the tonnage duty, is equal to 16 inches English."

Coins.—The only currency of the country is a sort of cash, called sappica, composed chiefly of tutenague, 600 making a quan; this is divided

into 10 mace of 60 cash each, the whole strung together, and divided by a knot at each mace. Those received from the King in payment for goods, are always new, and may be paid away again without any doubt of a deficiency; but in dealings with the merchants, the cash is old and mixed, which occasions trouble in disposing of them, besides a loss of 6 or 7 per cent. The ingot of silver, which is marked with characters, and passes as coin, is valued at 3 quans. It weighs 597 grs., and is 17½ dwts. fine. Bars of silver are sometimes used as money.

Weights.—The weights are exactly the same as in China, and all goods are weighed by the dotchin. Only for sugars they allow, instead of 100, 150 catties to the pecul, though the Chinese in general receive 160 catties to a pecul. The common pecul at Faifoe is however said to be but 112 catties.

Measures.—The measure is the covid, equal to about 16 English inches.

TURON.—Cape Turon, in latitude 16° 5′ N., and longitude 108° 15′ E., is the E. extremity of the peninsula that forms the E. side of Turon Bay; and Turon Island, in latitude 16° 11′ N., is close to the point of land that forms the N. W. side of its entrance. This is an excellent harbour, where ships are sheltered from all winds. At the S. part of the harbour is the mouth of the river that leads to Turon town, on the point of which is a watch-tower, consisting only of four very high pillars of wood, over which a very slight roof is laid, and a floor fixed upon cross posts into the pillars towards the upper ends; to this floor the watchman ascends by a long ladder, and there he can readily see through the harbour's mouth any vessels to the N., and those which are to the S. over the isthmus. Near the watch-tower is an office where boats and small vessels going into the harbour, are stopped to be examined.

The town of Turon, to which, as well as the harbour, the natives give the name of Hanson, is situated on the W. bank of the river, a few miles from its entrance; it is now little better than a village, but it is said to have been a place of considerable trade. The neighbourhood is cultivated with rice, tobacco, and sugar-canes.

Provisions.—The market-place is well supplied with all the vegetable produce of tropical climates; also large quantities of poultry, particularly ducks; and the harbour abounds with fish of various kinds.

HUE, or WHEY.—This city is situated about 3 leagues up a river, about 18 leagues to the N.W. of Turon harbour, in latitude about 16° 35′ N.; there is good anchorage off it in six fathoms. The river is broad, and runs over a bed of white sand. Though shallow, and not convenient for navigation, it is frequented by junks from Tonquin and China.

The city is very extensive, containing about 30,000 inhabitants; the houses are straggling; several small rivers meet here, and the conveyance from one part to another is mostly by water, for which purpose every substantial family keeps a commodious covered boat, and there are others for hire, that at any part may be had on call. The streets near the palace, which is a considerable distance from the beginning of the town, are regular, long, and very wide. The city is fortified according to European plan, and surrounded by a double fosse. The arsenal is said to be in the first order.

The country about Hué, though not fertile, is highly cultivated, and when near the shore, very picturesque. The city exhibits a very handsome and imposing appearance from the sea. A beautiful walk planted with trees surrounds the ramparts inside the city.

Trade.—A considerable trade is carried on here with Cancao, Saigong, and all parts of their own coasts, in vessels of about 100 tons burthen, which can easily go up to the city, the river having a bar, with only two fathoms at low water. The Chinese carry on a great trade here, having sometimes 30 junks in the river at a time. Their imports and exports are similar to those enumerated at Faifoe.

Regulations.—Much scrupulousness is displayed in admitting persons to pass up the river. At the entrance is a battery, with a flag-staff; here the boats are brought to, and the chops, or passes, strictly examined.

TONQUIN.—The Gulph of Tonquin is bounded to the E. by the Island of Hai-nan, to the N. by the coast of China, and to the S. by the coast of Cochin-China; it is about 35 leagues wide, having numerous small islands within it, two of which, in the bottom of the Gulph, are marks for the two principal branches of Tonquin river. One of these mouths, or branches, is called Rokbo, and discharges itself into the sea near the N. W. corner of the Gulph, in about 20° 6′ N. latitude; this branch has not above twelve feet water at its entrance; it is, however, frequented by Chinese and Siamese vessels, which proceed up it to Hean.

DOMEA, the principal branch of Tonquin river, falls into the Gulph, about 20 leagues N. E. from the former, in latitude 20° 50′ N. It has a bar liable to shift; therefore ships commonly wait for a pilot. The pilots are fishermen, who live at a village called Batsha, near the mouth of the river, so situated, that they can see the ships, and hear the guns fired, to give notice of their arrival. The mark to approach the river is a mountain inland, called the Elephant, bearing about N. W. by W.; and when a small island, called Pearl Island, on the E. side of the road, is about N. N. E., three miles distant, it will be proper to anchor, and wait for a pilot. The depth of the river is various in different seasons, being 26 feet in the N. monsoon, and not

above 18 in the S. one; it is about a mile wide at its entrance, but becomes narrower upwards. About 6 or 7 leagues up is the town of Domea, which is handsome, situated close to the shore or the right hand side of the river; it consists of about 100 houses. The trade of the kingdom being carried on at Cachao, you proceed in country boats from this place; and it requires a sharp look-out to prevent your goods being plundered by the boatmen.

HEAN is about 40 miles above Domea, and 60 from the sea; it is situated on the E. side of the river, and is a town of considerable extent. Here the Chinese merchants reside; they were formerly settled at Cachao, but removed from thence by order of the Tonquinese Government, and prohibited from again returning: they, however, go there to buy and sell goods, but do not make it their constant residence. A little before reaching Hean, the main stream of the river divides into the two channels of Rokbo and Domea, up the former of which the Chinese and Siamese vessels come and anchor before Hean. The Governor of the province resides here, who gives his chop or pass to every vessel proceeding up or down the river.

CACHAO, the capital of Tonquin, (though now subject to Cochin-China) is about 20 miles from Hean, or 80 from the sea; it is situated on the W. side of the river, is very large, but without any fortifications; many of the houses are built of brick, but the generality are of mud and timber, thatched with palm-leaves. The principal streets are wide, and mostly paved with small stones. The Kings of Tonquin made this city their constant residence.

Trade.—The natives carry on little or no trade themselves by sea; it is therefore transacted by the Chinese and Siamese vessels, and occasionally by Europeans. The articles imported are long cloths, red allejars, ordinary white betellees, brimstone, betel-nut, fine and coarse chintz, Caliatour wood, fine and coarse ginghams, large and small guns, fine white morees, putchock, pepper, ordinary white salempores, saltpetre, silver in coin, Cossimbuzar silk, and taffeties.

English broad cloth and other European commodities are in little estimation; the only colours of the first at all regarded, are red, black, grass green, and blue.

The returns made to the Chinese and other traders frequenting Tonquin, are aniseeds, cassia, China-root, earthen-ware, galangal, gold, ginger, lackered ware, musk, paper, rhubarb, raw silk, wrought silks, timber of sorts, tortoise-shell, and worm-seeds.

Of gold great quantities may be procured, about the same quality of China gold, from 92 to 94 touch. They manufacture many kinds of beautiful silks, pelongs, gauzes, &c., which are very cheap, and their lackered

ware used to be more esteemed than that of Japan. For these goods it is necessary to make an advance of one-third, or a half to the merchants, who are poor, and have no goods by them. The ships are generally obliged to wait till they are brought from the interior.

Duties.—No customs inwards are paid, but merchants are obliged to make considerable presents. On silks and lackered ware exported, a duty of 5 per cent. is levied.

Provisions and Refreshments.—Bullocks, sheep, goats, and hogs are to be procured; likewise ducks, geese, and fowls, with a variety of wild game; and of fruits they have plantains, melons, pine-apples, guavas, &c. The river and bay abound with fish, and turtle is occasionally to be met with.

Coins.—Cash are the only coins here, and are of two sorts, large and small: 600 large and 1000 small cash make 1 maradoe. Accounts are kept in tales, mace, and candarines; all of which are regulated by the price of maradoes and copper cash.

The price of silver coins varies according to the quantity of silver brought in: of this variation the Chinese take advantage. Sometimes they allow 28 maradoes for a bar of silver of 10 tales weight; at others not more than 21. All the Mexican and pillar dollars imported are run into bar silver; these bars should weigh 10 tales each. They frequently alloy them, so that they are seldom so good as the dollar silver; though in payments they expect an allowance of three per cent., to make it their standard, as they term it.

Weights.—All goods are weighed by the Chinese dotchin. The King's weights hold out full 132 lbs. to a pecul of 100 catties; but every person should have a true dotchin of his own. The tale equals 1 oz. 4 dwts. $14\frac{3}{8}$ grs., being about 11 grains more than the Chinese tale.

Measures.—The Chinese covid and punta are in common use for long measure.

HAI-NAN.—This island, which bounds the Gulph of Tonquin to the E., extends about 55 leagues in a N. E. and S. W. direction, and is about 25 leagues in breadth. The S. point, which is bold and rocky, is in latitude 18° 9′ N., longitude 109° 34′ E. It is subject to the Chinese Government. The N. W. coast is but little known to Europeans. The S. E. coast has been surveyed by Capt. Ross, the East India Company's Marine Surveyor, who has furnished the following particulars:—

Yulinkan Bay is formed by a rocky point on the S. E., $1\frac{1}{4}$ mile N. W. from the S. point of Hai-nan; the S. W. extreme is $4\frac{1}{2}$ miles further to the W. by N. About 1 mile to the N. of the S. E. point, and very near the E. shore of the bay, is a small island, named Zonby, in latitude 18° 11′ N.;

and 2 miles more to the N. W. is a narrow passage leading to an extensive salt-water lake. Yulinkan Bay is exposed to the wind and swell from the S. W. The usual anchorage for ships is about ¾ of a mile to the N. W. of Zonby, in 9 or 10 fathoms water, on a mud and sand bottom. A small ship may proceed sufficiently into the lake to ride in perfect security, and repair any damage. At a village at the back of the E. point of the passage into the lake are some wells of water, and bullocks may be obtained.

GALLONG BAY.—The W. extreme of this bay is a black rocky point, 2½ miles to the E. of the S. point of Hai-nan; the E. extreme is 5 miles farther the E., a little to the N. of two small islands, named Brothers. E. Brother is in latitude 18° 11′ N., longitude 109° 41′ E. The bay is 3 miles deep; about the middle is an island, W. of which are several large dry rocks. The usual anchorage for ships is between Middle Island and the E. shore of the bay, in 8 fathoms water, over sand and mud, the two extremes of the bay S. 41¼° E. and S. 50° W., distant about ¾ of a mile from the E. shore. In this station much swell is experienced with a S. E. wind. A few yards from the beach, a little to the W. of Middle Island, is a pond of fresh water. Bullocks may be met with, and plenty of fire-wood is procured in a small cove near the anchorage.

LUENGSOY, or LINGSOUI BAY.—The S. part of its point is in latitude 18° 22′ N., longitude 110° E. The coast between Luengsoy Point and the E. point of Gallong Bay forms a considerable curve in to the W. Two islands are near the shore, too small to afford shelter for ships. To the W. of the S. part of Luengsoy Point are several dry rocks, about ¾ of a mile off another point; 1½ mile to the N. by W. of the latter is a narrow shallow passage, between two sandy points, leading into an extensive salt-water lake. This is supposed to be a place of some trade, from the number of junks seen at anchor.

Several islands, among which are Nankin and Tinhosa, as well as rocks, appear along the coast from Luengsoy Point.

It appears from Capt. Ross's statement, that the E. coast of Hai-nan has no place of safety for a ship to anchor in, and the bottom has in many places coral rocks. The land is better cultivated than to the S., and from the number of coco-nut trees, it would seem that the Chinese procure thence their coir, which is blacker than the common coir, and not so durable.

Provisions and Refreshments.—Bullocks are plentiful, though small. Capt. Ross says, the people on Hai-nan were found to be civil, and ready to part with refreshments when the Mandarins were not present; but when the latter appeared, they proved just as arbitrary and rapacious as on the Coast of China.

SECTION XXVIII.

CHINA.

THE S. coast of China, from the Gulph of Tonquin to the entrance of Canton river, has several bays and harbours, capable of receiving large ships; but they are not visited by Europeans, in consequence of their exclusion from all ports in the empire, except Canton, unless in cases of distress. The principal place is Tienpak, or Tien-pe-hien, in latitude 12° 22′ N., and longitude 111° 13′ E., where immense quantities of salt are made, and several hundred junks are employed in transporting it to Canton, and the neighbouring places.

The entrance of the river of Canton is fronted by an Archipelago of islands, extending to the N. E. The southernmost of these is the Great Ladrone, in latitude 21° 57′ N., and longitude 113° 44′ E. The approach to this river is very safe, and there are no hidden dangers. Ships frequently push through the nearest convenient channel for Macao roads, without waiting for a pilot to conduct them.

MACAO, called Ou-moon by the Chinese, belongs to the Portuguese, and is the only settlement possessed by Europeans within the limits of the Chinese empire. The town, which is in latitude 22° 10′ N., and longitude 113° 32′ E., is on the S. extreme of a large island, separated from the continent by a small arm of the sea. The peninsula, upon which the town stands, is connected with the remainder of the island by a long narrow neck of land, not exceeding 100 yards in breadth; across it a wall has been erected, which projects into the water at each end, having a gate and guard-house in the centre for Chinese troops. Beyond this boundary of their possessions the Portuguese are seldom permitted to pass. The extent of their territory, which is completely under the jurisdiction of the Viceroy of Canton, although the Portuguese are permitted to retain the nominal government of the town, is from N. E. to S. W. about three miles, and its breadth not quite a mile.

Macao is a place of some extent; the houses are of stone, constructed on the European plan, but without exterior elegance; the streets are very

narrow and irregular. The public buildings consist of churches, convents, and the senate-house; the latter terminates the only spacious and level street in the town. The Governor's house is situated on the beach, opposite the landing place, and commands a beautiful prospect, but is not remarkable for external appearance or internal accommodation. Contiguous to it is the English factory, a plain commodious building; the other factories are in the same style, and all of them surrounded with gardens. The harbour does not admit vessels of burthen; large ships generally anchor six or seven miles off, the town bearing about W. N. W. The town is defended by several strong forts, mounted with heavy cannon, and garrisoned with Portuguese troops, seldom exceeding 250 in number. There are a Portuguese custom-house and quay on the S. side of the town, where all ships coming into the bay, are obliged to send their boats.

When a ship arrives among the islands, a pilot generally comes on board to carry her into Macao roads. Immediately she is brought to anchor, which is generally about six or seven miles from the town, he proceeds to Macao, to acquaint the Mandarin with what nation she belongs to. Should there be any women on board, application must be made to the Bishop and Synod for permission to send them on shore, as they will not be permitted to proceed to Whampoa in the ship. As soon as the Mandarin is satisfied in his enquiries, he orders off a river pilot, (who seldom comes on board until the ship has lain 24 hours in the roads,) who brings a chop, or licence, to pass the Bocca Tigris, or mouth of Canton river, and carries the ship to Whampoa.

The Chinese treat the Portuguese very cavalierly on many occasions, exacting duties sometimes in the port, and punishing individuals for crimes committed against the natives; and whenever resistance is attempted against such proceedings, the Mandarin, who commands the Chinese troops at the guard-house, immediately stops the supply of provisions from their market until they quietly submit.

The possession of this place has been extremely beneficial to the Portuguese; for from thence they carried on for very nearly a century a most beneficial commerce with Japan, by which Macao became one of the richest and most considerable places in their possession; but since their expulsion from Japan, and the interference of other European nations in the commerce with Canton, together with the unsettled state of Siam, Cochin-China, and Tonquin, the place has fallen to decay.

Trade.—The following account is given of the articles and amount of the annual imports:—

Tin	3000 to	5000 peculs.	Betel-nut	5000 to	7000 peculs.
Cotton	1500 to	2000 bales.	Olibanum	250 to	350 ditto.
Pepper	5000 to	7500 peculs.	Mona	100 to	150 ditto.
Wax	200 to	250 ditto.	Rose maloes	50 to	75 ditto.
Cutch	500 to	700 ditto.	Shark's-fins	300 to	400 ditto.
Black-wood	500 to	800 ditto.	Fish-maws	250 to	350 ditto.
Sandal-wood	3000 to	5000 ditto.	Cassia	100 to	150 ditto.
Red-wood	500 to	800 ditto.	Cow bezoar	5 to	7 ditto.
Opium	100 to	175 chests.	Coral	50 to	70 catties.
Putchock	100 to	250 peculs.	Elephants'-teeth	75 to	100 peculs.
Pearl-shells	250 to	350 ditto.	Spices	50 to	75 ditto.
Rattans	7000 to	10,000 bdls.	False amber	100 to	150 ditto.
Sapan-wood	350 to	500 peculs.	Piece-goods	100 to	150 bales.
Birds'-nests	50 to	75 ditto.	Pearls, value	50 to	70,000 rupees.

and of silver from 150 to 250 chests, each containing 3000 dollars, chiefly from Manilla.

The exports are exhibited as follow:—

Tutenague	8,000 to	12,000 peculs.	White copper	80 to 100 peculs.
Sugar	9,000 to	14,000 ditto.	Camphire	100 to 150 ditto.
Sugar-candy	5,000 to	7,000 ditto.	Silks	2,000 to 2500 pieces.
Alum	1,000 to	1,500 ditto.	Velvets	2,000 to 2500 ditto.
China, in chests	500 to	700 chests.	Hartall	200 to 250 peculs.
Ditto, in rolls	15,000 to	20,000 rolls.	Coloured paper	150,000 sheets.
Coarse teas	1,500 to	2,000 peculs.	White ditto	50,000 ditto.
Fine teas	75 to	100 ditto.	Musk	7 to 9 peculs.
China-root	1,000 to	1,500 ditto.	Iron torches	15,000 in number.
Chonchore	500 to	750 ditto.	False pearls	50 lacs, each 100,000
Dammer	5,000 to	8,000 ditto.	Tinsel	50 to 70 peculs.
Lackered ware	80 to	100 ditto.	Gold thread	100 chests.
Kittisols, large	2,000 to	3,000 ditto.	China toys	100 ditto.
Ditto, small	8,000 to	10,000 ditto.	Gold, in shoes	150 to 200 shoes.

The Government of Macao has recently made this port the emporium of the opium-trade. Their decree abolishes the restrictions upon that branch of commerce, and all classes are allowed to traffic in it, according to their inclination, paying the duty of 16 tales (or dollars) per chest, or pecul.

Duties.—No duties are paid to the Senate for goods exported. On imports the duty is 8 per cent. except on tin and bezoar, which pay only 5 per cent.; and opium, which pays 16 dollars per chest to the Senate and Chinese: the latter are paid for conniving at its being landed, as it is a prohibited article.

Provisions and Refreshments.—All sorts of provisions, vegetables, and fruits are sent off here in great abundance, as soon as the ship's boat has

announced her arrival to the Government. It is not prudent to send the boat on shore, unless the ship is near Macao, and the wind fair for her to run in, as the Ladrones are numerous. These captured two boats with their crews, proceeding to Macao for pilots; and 7000 dollars were paid for the ransom of one of them.

About thirty miles above Macao is Lintin, where ships of war anchor, as they are not permitted to proceed to Whampoa. This island is remarkable for a high peak, which is in latitude 22° 24′ N. The principal village is on the S. W. side of the island, and the anchorage is about 1½ mile from the beach. The watering-place is half a mile from a village at the foot of the peak, where the stream runs through a bamboo into the casks; but it is of a very indifferent quality. Men of war lying here, generally receive their supplies of provisions from Macao.

BOCCA TIGRIS, or mouth of the Tigris, so called from the appearance of one of the islands at its entrance, which is between Ananhoy Fort on the E. side, (a small semicircular battery, nearly level with the water's edge, mounted with a few guns,) and the Whangtong Islands, on the principal or northernmost of which there is a fort with some trees, from whence a Mandarin comes off to examine your chop, and leaves one or two revenue officers on board, who remain till you arrive at Whampoa; and here, if necessary, twenty or thirty small boats are hired to tow the ship, or to be stationed on the shoals in passing up the river. Should it be night-time on reaching the Bocca Tigris, the ship must anchor below the fort till daylight.

About ten miles to the N., in latitude 22° 55′ N., is the Second Bar, where the Company's ships complete their cargoes for Europe; the bar being considered dangerous, as well as another spot about midway between the Second Bar and Whampoa.

WHAMPOA.—The place where the ships anchor, is in latitude 23° 6′ N., and is formed on the S. side by Danes and French Islands, and to the N. by the E. part of the island, on which the town of Whampoa is situated, which is low, and sometimes overflowed, and is called Bankshall Island, from its being the spot where bankshalls, or storehouses, are built to contain the ships' stores, overhaul the rigging, repair casks, &c. which are under the charge of one of the junior officers. The storehouses are built of bamboos and mats; and on a ship leaving Whampoa, are taken down by the comprador, and a fixed sum charged for the materials.

On Danes Island, a portion of the ships' crews are occasionally permitted to go on shore for recreation on Sunday evenings, who return at a fixed hour; and for which the English ships pay 12 tales each month. The

French keep on another island, called French Island, where they generally have their bankshalls.

The Commanders of all European ships are allowed, as a great favour, to wear a flag in their boats, which prevents their being stopped at the hoppo, or custom-houses, of which there are several between Whampoa and Canton; but all other boats, whether belonging to ships, or the Chinese, must have a chop, which is renewed at every custom-house in their way up to Canton. It has occasionally happened that some Commanders have abused this favour: this ought carefully to be avoided, more particularly with such a people as the Chinese.

Immediately on a ship's arrival, two hoppo, or custom-house boats are stationed alongside, one on each quarter, to prevent clandestine trade; and no goods are landed, or received on board, without their permission; and they remain with the ship till her departure from the second bar, homeward-bound.

CANTON.—This city is situated on the N. of the river, called by the Chinese, Choo-keang, in latitude 23° 7′ N., and longitude 113° 14′ E.; it is defended towards the water by two high walls, having cannon mounted, and two strong castles built on two islands in the river; on the land-side it is defended by a strong wall and three forts. The city wall is about 5 miles in circumference, and on the E. side has a broad and deep ditch close to it. It has several gates; within side of each is a guard-house, and no European is permitted to enter.

The English factories extend a considerable distance along the banks of the river fronting the city, at about 100 yards' distance from the water's side: they consist of large and handsome houses, each having a flag-staff before it, on which is hoisted the flag of the nation to which it belongs. The English factory far surpasses the others, both in elegance and extent; it has a large verandah, reaching nearly down to the water's edge, raised on handsome pillars, paved with square marble slabs, and commanding an extensive view both up and down the river; adjoining to this verandah is the long room, where the Company's table is kept for their supracargoes, to which the Commanders of their ships had formerly free access, but at present have factories of their own, and only visit the Company's by invitation.

The streets in the suburbs are in general very narrow and confined, and paved. The principal one is denominated China-street; it contains nothing but shops, in which are to be met with the productions of every part of the globe, and the merchants are in general extremely civil and attentive. Each trade seems to have a particular street allotted to it; no dwelling-house is

to be seen in the suburbs; all are shops, which seldom consist of more than two stories, the lower floor being the place where the goods are deposited for sale, and the rest of the house serving as a warehouse. At night they all retire inside the city.

The river is somewhat broader than the Thames at London Bridge; and for the space of four or five miles opposite Canton, is an extensive wooden town of large vessels and boats, stowed so close together, that there is scarcely room for a large boat to pass. They are generally drawn up in ranks, with a narrow passage left for vessels to pass and repass. In these vast numbers of families reside, who betake themselves to this mode of living. In the middle of the river, the Chinese junks which trade to the Eastern Islands, Batavia, &c. lie moored head and stern; some of them are of the burthen of 600 tons.

The crews of the Company's ships used to be permitted to pass three days at Canton; but in consequence of their misconduct, and the risks that have been incurred, the liberty is now abolished.

Trade.—The external commerce of Canton is very considerable, and may be classed under the following heads:—

I. That carried on with Great Britain; this includes the imports and exports on account of the East India Company, and the private trade of the commanders and officers of their ships.

II. That carried on with the British settlements in India, in ships commonly called Country ships, the property of European resident merchants or natives, at the different Presidencies.

III. That carried on with the other European powers, who once had factories at Canton, but which are at present abandoned, *viz.* France, Holland, Denmark, Ostend, Portugal, Sweden, Spain, and Leghorn.

The trade carried on with the United States of America is blended in the Chinese accounts with that of all other foreigners, except the English from Europe and India. The account of their imports and exports is kept separate.

IV. That carried on in their own junks or vessels to the Coasts of Siam, Cochin-China, Tonquin, Japan, the numerous islands to the eastward, and to Batavia.

The commerce of Canton, immense as it is, is carried on with an astonishing regularity, and in no part of the world can business be transacted with so much ease and dispatch to the foreign merchant. The cargoes imported are all weighed on board, and the duties paid by the purchaser, who is generally one of the Hong or Security Merchants, expressly licensed by the Chinese Government to deal with Europeans. Their number is

small, though not limited. They consist at present of the following persons:

1. How-qua, or E-wo, the chief, a very opulent merchant, and of shrewd character. He has had large dealings with the Americans, to whom he is said to be attached; and he deals also with the East India Company. He has been concerned in several shipments to Europe, and is supposed to have sustained considerable loss therefrom.

2. Mow-qua, or Wong-lee, confines his transactions chiefly to the East India Company, though he trades occasionally with persons from India and America. He is described as a most independent and liberal man.

3. Puan-ke-qua, or Tuong-fou, was formerly the first Hong, and retired; but several of the subordinate merchants having failed, he was compelled by the Government to return to business as third, and bear a proportion of the losses, as he was considered to be one of the securities in the transactions. He was formerly connected chiefly with the Dutch, Danes, and Swedes; but he now confines his business exclusively to the Company. He is very opulent.

4. Chun-qua, or Toun-shong, is distinguished by his connexions at the Court of Pekin, and by his interest with the Mandarins at Canton. He is respectable, and in good circumstances; trades chiefly with the Company, but considers himself the merchant for the French trade; he also has to do with the India Country trade.

5. Con-se-qua, or Ly-chuen, a very reputable merchant, but has sustained much injury through his connexions with the Americans; by the credits given to them, he is supposed to have lost a million of dollars. His conduct has been so satisfactory, that he has been supported by the Company. He is represented as agreeable in his manners, polite, and hospitable, and the most attached to foreigners. He still does business with Americans and the India Country traders, but mostly with the Company. He possesses a very superior knowledge of the English language.

6. Pack-qua, or Sy-shing, one of the insolvent Hongs, supported by the advances and credit of the Company; he is paying his debts by instalments. He trades with India, and with the Americans. He is an honest, but weak man.

7. Man-hop, or Hock-lon, another insolvent Hong. He is expert in business, and considered correct in his dealings with individuals. He is cautious and prudent; does less business than the rest, and chiefly confines his transactions to the Company. He is paying his debts by instalments.

8. Poon-qua, or Toon-ti, another insolvent, who has nearly, if not

entirely, cleared himself from his embarrassments. He transacts business not only with the Company, but with Country traders, the Americans, and also with the commanders and officers of the Company's ships. His character is distinguished by honour and punctuality; and he possesses great skill in the choice of tea.

9. Gnow-qua, or Tog-yeu, was formerly a linguist. He has failed as a Hong; his small business is with the Company.

10. King-qua, or Tin-poo, was originally an outside trader, or shop-merchant, on a large scale. He is the shrewdest of the lesser Hongs, and is considered intelligent and safe. He does much with the India traders and the Americans; and in conjunction with an eminent shop-merchant, named Lin-shong, has made large purchases from the Company.

11. Fat-qua, or Man-yune, an inconsiderable merchant, who transacts some trifling business with the Company.

With these merchants the supracargoes transact all the Company's concerns; they dispose of the goods imported, and purchase the various commodities of which the homeward cargoes consist. At the close of the season they are generally much indebted to the Company; the balances amounting to sums of from half a million to a million sterling, exclusive of the imports remaining on hand, and of the teas unshipped, which generally are near half the amount of the sums owing by the merchants.

Company's Imports from England.—The articles carried by the East India Company to Canton from the United Kingdom, are chiefly woollens. The result of these adventures is extremely fluctuating, sometimes realizing a profit, more frequently producing a loss, sometimes to the amount of upwards of 16 per cent. The circumstance of British merchants being excluded from China by the provisions of the East India charter, operates upon the Company as a motive to keep the Chinese market well supplied with British manufactures, from a sense of duty to the country; no other consideration seems assignable for their perseverance in incurring such heavy losses. The speculations of the Americans have induced a taste for British cottons, which are now introduced, in small quantities, by the Company's ships.

The quantity of British manufactures imported by the East India Company into Canton in 1821–22 and 1822–23 was as follows:

			1821–22.	1822–23.
Woollens, *viz.*	Broad cloths	No.	13,320	10,983
	Stripe list cloths	Pieces	—	285
	Long ells	Do.	132,600	105,000
	Embossed long ells	Do.	2,800	2,160

			1821-2.	1822-3.
Woollens, *viz.*	Broad ells	Pieces	———	2,280
	Worleys	Do.	4,600	3,520
	Camlets	Do.	19,000	11,340
Cottons, *viz.*	British calicoes & cottons,	Do.	5,828	—
	Cotton twist	lbs.	5,040	—
	British iron	tons.	1,479	721
	Lead	Do.	500	500
	Tin	Do.	123	287

The value of the above in 1821–22 was £848,302; in 1822–23, £604,975. The cargo of the ship *Prince Regent*, which was lost in the latter year, amounted to the value of £133,623.

The number of ships belonging to the Company clearing out from the Port of Canton was the same in both years, *viz.* 221.

The Company make their purchases of cloths gradually, and the qualities are the best that can be procured; the tradesmen are paid punctually; in short, the system is regular and uniform. The chief consumption in China of woollens is at Pekin, or farther northward; it is therefore impossible to carry on, much less to extend the sale, except the most implicit confidence with regard to us subsist in the minds of the Chinese. The French at one period having procured English packages, and made up their bales in a manner exactly conformable to those of the Company, imposed a considerable quantity of their cloths upon the Chinese for a season; but the fraud was soon discovered, and they could not afterwards sell an entire bale, nay scarcely a single piece, without the most scrupulous examination. The Company's woollens meet with a very different reception. The Chinese merchants at Canton will take them according to their invoice; and there is every reason to believe that the bales under the Company's mark, after being transported to an immense distance, and passing through a number of hands, are received every where with the most perfect confidence, and are never opened until they reach the shop of the person who sells for actual use.

Company's Exports to England.—The Company's exports from Canton to England consist chiefly of drugs, silk, nankeens, and tea. The extent of these exports cannot be stated with accuracy, because in the official accounts their imports from the East Indies and China into England are blended together; except in so far as regards the article of tea, the quantity of which shipped by the East India Company from Canton in the years 1821–22 and 1822–23, was as follows:

		1821-22.	1822-23.
Bohea	lbs.	1,653,099	1,738,293
Congou		19,442,034	21,256,129
Souchong		69,387	142,345
Sonchi		37,494	41,004
Pekoe		—	15,463
Twankay		3,678,040	3,486,629
Hyson Skin		168,620	165,715
Hyson		665,789	624,007
Young Hyson		31,976	9,228
	lbs.	25,746,439	27,478,813

The prime cost of the first year's quantity was £1,852,715; that of the last year's £1,924,738.

Much useful information (not exactly of a character to be introduced into this Work) connected with the trade of Canton, may be found in Sir George T. Staunton's *Miscellaneous Notices relating to China, and our commercial intercourse with that country*.

Imports from England in Private Trade.—The following articles form the investments of the Commanders and Officers of the Company's ships from England.

Lead.—Considerable quantities of this article used to be imported in private trade; but some lead-mines have been discovered in the province of Houquang, which have proved extremely productive, and from whence the tea country has been partly supplied, on more moderate terms than the English lead can be effected at from Canton.

Skins.—Large quantities were formerly brought out; but the demand has much abated.

Ginseng.—The market for this article is mostly supplied by the American ships: the price fluctuates much.

Smalts.—This article forms a part of almost every Commander's investment.

Prussian Blue.—The price of this article varies, taking one kind with the other, from 100 to 150 Spanish dollars per pecul.

Scarlet Cuttings.—These are generally in demand, more particularly the finer sorts. The Chinese have a mode of extracting the colour from them.

Cochineal.—For this market the grey sort is equally esteemed as the large black grain. A small quantity will overstock the market.

Window Glass.—This article sometimes sold to advantage; but since the Company have imported it, the price has fallen considerably.

Camlets.—This article the Company reserve to themselves, and a heavy penalty is attached to any individual who may bring them out, notwithstanding which, they are sometimes illicitly imported; but the price obtained has seldom left a profit, more particularly when they have been brought in foreign vessels, which they sometimes are to the extent of 6 or 7000 pieces; they have then fallen to 20 dollars per piece.

Clocks.—Some years ago immense quantities of clocks, and other valuable pieces of mechanism, were annually imported into Canton; and when they pleased the fancy of the Hoppo, or officer who measured the ship on her arrival, sold at a great profit, and the Security Merchants were under the necessity of making him a present of them. This exaction became so great an evil, that representations were sent to Europe, requesting that no more such valuable commodities should be sent; in consequence of which, the Court of Directors have prohibited any Commander or Officer from carrying out any clock, or other piece of mechanism, the value of which shall exceed £100.

Watches.—The quantity which were formerly sent to China was very great, varying in price from 40s. a pair, to the most costly that were made. They must be in pairs, to suit the taste of the Chinese.

A few other articles are sometimes brought, *viz.* cutlery, hardware, looking-glasses, coral, &c.; but the demand is very limited, as the Chinese manufacture the inferior kinds nearly equal to the English.

Exports to England in Private Trade.—The Commanders and Officers are allowed to ship goods, under certain restrictions, in the tonnage allowed them by the Company, which is, according to their respective ranks, as follow:

Commander	Tons 38	Surgeon's Mate	Tons 3
Chief Officer	8	Fourth Officer	2
Second Officer	6	Fifth Officer	1
Third Officer	3	Boatswain	1
Purser	3	Gunner	1
Surgeon	6	Carpenter	1

Besides which, it is customary to allow the Commanders and Officers an additional quantity of 30 tons as extra indulgence, to be stowed in parts of the ship wherein the Company's cargo is not permitted to be stowed,

and provided the Commander has not refused any part of the goods intended to be shipped on the Company's account.

Tea forms the principal item of the private trade; the remainder consists of nankeens, China ware, drugs, &c. The Company's duty on privilege tea used to be £7 per cent. on the sale value of a small portion, and £17 per cent. on the remainder of the stipulated allowance, which is as follows:

Captain	lbs. 9336	Surgeon	lbs. 736
Chief Mate	1228	Surgeon's Mate	492
Second Ditto	984	Purser	736
Third Ditto	736	Boatswain	246
Fourth Ditto	492	Gunner	246
Fifth Ditto	246	Carpenter	246

But the Court of Directors in 1817 abolished the distinction of duty, and substituted a duty of £16 per cent. upon the sale value of all private trade tea, imported on the accustomed privilege and indulgence. All exceedings of the above-mentioned quantity is charged with an additional duty of £20 per cent., making 36 per cent.; and if hyson tea be imported in private trade to an extent exceeding double the respective weights above stated, such excess is charged with a further duty of £20 per cent., making £56 per cent. thereon: that is to say, a Commander may bring 18,672 lbs. of hyson tea without being subject to the last-mentioned additional £20 per cent.

The duty on tea imported as presents is £37 per cent., except such as may be consigned by the members of the China factory, which is subject only to the duty of £17 per cent. to the extent fixed by existing regulations; beyond those quantities, the excess is to be charged £37 per cent. The tea presents subject to £37 per cent., are not to pay the usual fee to the fund, which is included in that duty.

The charge on other articles besides tea, China ware, and lackered ware, is £7 per cent.; China ware and lackered ware pay £9 per cent.

The East India Company receive into their treasuries at Canton, and the different Presidencies in India, any part of the produce of the outward adventure of their Commanders and Officers, not exceeding £5000, for which certificates are granted them on the Court of Directors, at the usual rates of exchange, to be divided in certain proportions, according to their rank, payable a moiety in 90 days, and a moiety in 365 days after sight.

Commerce with British India.—A very considerable trade subsists

between Canton and the British settlements, especially Bengal and Bombay. The Bengal China trade forms nearly one-seventh of the total imports, and one-third of the gross imports of Bengal, exclusive of the trade with Great Britain. The articles are tea, tutenague, nankeens, velvets, silk, raw and wrought, camphire, paper, toys, cassia, rhubarb, &c.

The principal articles of import at Canton from the British settlements are cotton and opium.

Cotton in general will turn out a surplus at China, from various causes. In India you generally get a pound in each draught, besides the turn of the scale; the bales accumulate dust and dirt before sent on board, the quantity of grease used in stowing them, and the cotton itself imbibing moisture on the voyage; as it has been found, where ships were a little leaky, without doing any material damage, they have delivered the greatest surplus. At China it is customary to deliver to a standing beam, or as near as possible: a bottle of wine and a few sweetmeats given to the Mandarins on board, are of material service; it makes them civil, and you can get them to do many things: in trivial matters it is better to yield rather than dispute; but in matters of consequence, be stedfast, and you will carry your point.

Cotton is sent to Canton in boats called chops, which carry 55 draughts or bales; and all weighable articles are by the same number of draughts, whether of 4 or 7 Cwt.; consequently in tin, iron, or lead, the heavier you can make your draughts, the less number of chops will be necessary; and as that charge is paid by the seller, you will save expence, and in many days save time also. The musters of cotton should be drawn in India by a handful from each bale, packed into two or three small bales, and sent on board to be kept at hand, and marked " Musters;" and when the cargo is sold, they should be produced as a muster of the whole, whereby no dispute can arise on account of the quality; for should there be an inferior cotton on board, the Chinese will take advantage of it, and make a deduction from the price agreed upon.

All damaged bales should be weighed in the state they are in, and a deduction made for the supposed damaged cotton, by which means you are certain of having the weight of all the good cotton; whereas if you cut out the damaged, you must certainly lose some of the good with it, and the people who are sent by the Chinese merchants to weigh the cotton, are not judges of the quantity of water the bale may contain: although they think there may be 30 lbs. damaged, it often happens there are 50 lbs. of water in the bale.

Previous to the year 1802, the cotton destined for the China market came from Bombay exclusively: the other Presidencies have since participated in the trade; but the Bombay cotton still continues to be preferred, if we may judge from the following rates of profit which the Company's cotton produced at Canton in the year 1815-16:—Bombay 56¼ per cent.; Bengal 39½; Madras 7¾.

The amount of trade (including bullion) between the three Presidencies and Canton for the year 1821-22 was as follows:—

	Imports from Canton.	Exports to Canton.
Bengal	S. R. 62,22,240	1,05,06,373
Madras	R. 5,18,462	6,07,285
Bombay	R. 74,01,160	69,15,803

Commerce with Foreign Europe.—The Continental nations are not absolutely interdicted from trade here, although much jealousy is shewn towards new comers, and some of them have factories; yet their commerce has dwindled away, and the European Continent is now chiefly supplied with tea by the Americans and by ourselves.

Commerce with America.—There is an American factory at Canton, but no settled establishment; and their ships are under separate management. The articles they bring are chiefly skins, furs, cotton, and ginseng; and their exports consist of tea, nankeens, China-ware, wrought silks, and drugs. The amount of their trade with the Chinese is not easily known; but it is understood to be considerably less than it was during the years immediately subsequent to the Peace.

Commerce with Cochin-China, Siam, Eastern Islands, Japan, &c.—The commerce of the Chinese with the adjacent Continental States, and the Islands in their vicinity, is carried on chiefly in their own vessels. The provinces of China which prosecute foreign trade are Canton, (including the island of Hai-nan) Fokein, Tchekien, and Kiangnan. No foreign intercourse is permitted with the island of Formosa; and the dangerous navigation of the Yellow Sea deters the natives of the maritime provinces of Shanton and Petchelee from engaging in external commerce.

Exclusive of Corea, Formosa, and the Lew-Chew islands, the following places are visited by the Chinese for purposes of trade:—Japan, the Philippines, Sooloo, Celebes, Borneo, Java, Singapore, and the Straits of Malacca, East Coast of the Malay Peninsula, Siam, Cochin-China (including Cambodia), and Tonquin. The junks which carry on this trade are of various sizes, being generally from 200 to 1000 tons burthen, and the capital

on which they trade being often as small as 3000, and not unfrequently as large as 50 to 60,000 dollars. Some are built in the countries to which they trade, particularly in Siam and Cochin-China, and these are the best; but the greater number in China itself, of the fir and other inferior woods of that country. Some are owned by Chinese residing in foreign countries, some by the Chinese themselves, and often there is an intimate connexion between those residing on the spot and the colonists abroad; every where they are commanded and navigated by Chinese. The smallest, but the most numerous, junks sail from the island of Hai-nan. Canton furnishes the largest description of junks—these trade every where but to Japan. The junks of Fokien or Amoy are small, but valuable—they trade also every where but to the last place, but are fewer in number than those of Canton. The junks of Tchekien are the only Chinese vessels which trade to Japan; besides which they trade to Manilla, Cochin-China, and Siam, but do not appear to cross the Equator. Those of Kiangnan are few in number, but large, and carry very valuable cargoes; their trade is confined to the Philippines, Siam, and Cochin-China.

The construction and rigging of a Chinese vessel is her proper registry, and a very effectual one it is; for any deviation from the set form and character subjects her immediately to foreign duties, and what (if possible) is still worse, to all kinds of suspicion. No measurement or tonnage duty is paid in China, on native vessels trading with foreign parts; but there is a kind of tariff, which, however, varies in the different provinces. At Canton, a pecul of manufactured silk goods pays seven dollars, and a pecul of fine earthenware one dollar. These duties are highest in the ports of Fokien, and the lowest of all in the island of Hai-nan. The Chinese traders of Siam state that they carry on a fair and easy trade with the cities of Nimpo and Sianghai, in Tchekien, and Kiangnan. Every where the Chinese traders exhibit a very admirable dexterity in evading the Imperial Custom-house laws, and putting them upon a footing of more freedom and liberality than is allowed by their letter. The coasting trade of China, for example, is nearly free of duty. The merchant takes advantage of this, and, intending in reality to go to Siam or Cochin-China, he clears out for Hai-nan. When he returns again, his junk will be four or five days off and on, at the mouth of the port, until he has made a regular bargain with the Custom-house officers, for a reduction of duties; threatening all the time to discharge his cargo at some other port, and wheedle them out of their perquisites, if they will not come into his terms. The following may be looked upon as an approximation to the amount of the foreign trade, which China either now conducts, or has lately in general conducted with foreign countries, *viz.*

	JUNKS.
Japan	10
Philippines	15
Sooloo Islands	4
Celebes	2
Moluccas	7
Borneo	11
Java	3
Sumatra	10
Singapore, and other places in the Straits of Malacca	6
E. Coast of the Malayan Peninsula	6
Siam	120
Cochin-China and Cambodia	66
Tonquin	34
Total of junks annually	294

The tonnage of these vessels will probably not be overrated at from 90 to 100,000 tons.

China is to the native of the further East what Great Britain is to all America, and to many of the nations of the Continent of Europe. She furnishes every where teas, coarse pottery, umbrellas, fans, shoes, and sacrificial paper. To the Tonquinese and Cochin-Chinese, wrought satins and gauzes. To the Siamese, crapes, mirrors, and ornaments for their temples. To the Malayan tribes, raw silk. The Chinese Colonists, placed under favourable circumstances, and certain of the countries to which they emigrated, have been able to equal or surpass the industry of the mother country. It is thus that in Java, the Philippines, and Siam, they manufacture sugar; in Siam, iron and iron utensils, which, within the last twelve years, have superseded those of China; and that in Borneo, and in the Malayan Peninsula, they have wrought mines of gold and tin, much superior in productiveness to those of their own country.

The Chinese receive from Japan chiefly fine copper and camphire; from the Philippines, Sooloos, Moluccas, and Celebes, tortoise-shell, mother-o'pearl shells, beech de mer, and esculent nests; from Java, many of the commodities now enumerated, with some tin, cotton, and spices; from the Malay countries, similar articles, with timber, barks, scented wood, tin, Malayan camphire, pepper, opium, and some European commodities. Siam affords by far the most extensive catalogue, such as tin, pepper, gamboge, cardamums, perfumed woods, fancy woods, dye woods, hides, horns, bones, ivory, feathers, &c.; from Cochin-China, Cambodia, and Tonquin, nearly the same articles, with the exception of tin and pepper; but besides these,

cinnamon, betel-nut, varnish, and certain dye stuffs. The Chinese Colonists of the countries with which China carries on a trade, may be safely estimated at one million, of which Siam contains by far the largest number; and the hands actually engaged in navigating the junks themselves may be moderately estimated at from 18,000 to 20,000.

Commerce with Russia.—A considerable inland trade has been long carried on between Russia and China, at marts fixed on the boundaries of the two countries ; but no attempt had ever been made to open a communication by sea till 1806, when two Russian ships, which had been fitted out for discovery, arrived at Macao, and procured a cargo of goods. The jealousy with which the Chinese viewed these strangers, will appear by the following extract from an Imperial Edict relative to their visiting Macao, and will shew that the attempt of that nation to open a trade with Canton has not met with much encouragement.

" We are just apprized by the Hoppo that two Russian ships had successively anchored in the roads of Macao, and that on board of these ships, two foreign merchants, Krusenstern and Lysianskoy, had arrived, and had brought with them a sum of money and a cargo of furs, with the intent of opening a trade at the port of Canton ; that the Hong merchants had, upon an investigation, found these Russians to belong to the nation termed by the Chinese, Go-lo-se, and had translated and laid before him their petition for leave to trade; upon which he, the said Hoppo, having consulted with the Viceroy and the Sub-Viceroy, had issued the usual orders, directing the merchants to trade honestly and fairly with them.

" This is a very negligent and summary mode of proceeding; for it ought to have been recollected that the trade with foreign nations is restricted within certain limits, which it is never permitted to violate or transgress. It is true that all such foreign nations as are accustomed to frequent the ports of Canton, Macao, and the neighbouring islands, are likewise allowed the liberty of trading in those parts ; but amongst these the name of the Russian nation has never yet been observed by us : wherefore their sudden appearance at this time, and design of opening a trade at the port of Canton, cannot be considered otherwise than as a very novel and extraordinary circumstance."

After declaring the conduct of the officers of Government at Canton to be very culpable, the edict states—

" The Viceroy and Hoppo shall, immediately on the receipt of these commands, in the first instance suspend for a time all transactions at the Custom-house on behalf of the said ships, provided they are not already laden ; if they shall have completed their lading, but not have quitted the port, the Viceroy and Hoppo shall proceed, without delay, accurately to enquire and investigate whether these Russians really came from the nation

Go-lo-se; and if so, how the natives of the Go-lo-se nation, who have hitherto always traded by way of Kiachta, in Tartary, and never before visited the coast of Quan-tong, have now been able to navigate their ships thither, and have become acquainted with the shoals and islands with which that coast abounds. Also, whether they have not passed by some other kingdoms in their way from Russia, and what kingdoms; whether they were not from some, and from what kingdoms, directed and informed how to proceed to this country.

"Lastly, they are to enquire whether the Russian merchants embarked in these ships, brought their cargoes with them for their own private emolument and advantage, or were dispatched to China to trade, by the orders of the King. The Viceroy and Hoppo, having taken measures for collecting full and distinct information on all these subjects, shall transmit the same to us by express. In reply we shall give to them our final instructions for their guidance.

"But should these ships, having taken in and completed their cargoes, have been permitted to depart, and no channel remain, through which this subject may be investigated, we, in that case, do direct that, in the event of any ships visiting for the future the ports of Canton and Macao, or their vicinity, belonging to any other nation besides those which have customarily frequented those ports, they shall on no account whatever be permitted to trade, but merely be suffered to remain in port until the Viceroy and Hoppo, having reported to us every circumstance respecting them, shall have been apprized, in return, of our determination.

"We dispatch this edict by express, that the Viceroy may know our pleasure, and conform to it."

Port-Charges.—Soon after a ship's arrival, the principal Mandarin sends word to the Security Merchant, appointing a day for the purpose of measuring the ship, which is put off till there are six or more ships waiting, (for the Mandarin will not go down in the early part of the season to measure a less number than six.) The Hong merchant fixes, through the Linguist, the day; when it is expected all work shall be suspended, and the ship cleaned and dressed. The Hong merchant, by means of the Comprador, sends tea, sweetmeats, &c. on board, for the Hoppo's entertainment. The boat in which he comes, is distinguished by a yellow flag, which is the Imperial colour; and as soon as he is in sight, a boat with an officer is sent off from each ship that is to be measured, to attend him.

A ship is not properly imported until she is measured, which measurement is taken from the centre of the mizen-mast to the centre of the foremast for the length, and close abaft the main-mast from side to side for the breadth; the length is multiplied by the breadth, and the product, divided by 10, gives the ship's measurage.

The Emperor's books have all ships imported, entered into them under the following denominations, in proportion to which they pay a duty of measurage, *viz.*

		M	C	C
1st rates......74 cubits long, and 23 broad, though ever so much larger, pay, per cubit ......Tales	7	7	7	7
2d ditto......71 to 74 ditto ......22 to 23 broad	7	1	4	2
3d ditto......65 to 71 ditto ......20 to 22 ditto	5	0	0	0

Ships, however small, pay as third rates, which is a heavy charge upon small vessels frequenting the port.

Example.—Suppose a ship measures 79 cubits 9 punts in length, and 25 cubits 5 punts in breadth; these multiplied together, produce 178 cubits 3 punts, 65 dec. which, at the rate of 7 tales, 7 mace, 7 candareens, 7 cash per cubit, is......Tales	1,387	2	8	3
Deduct the Emperor's allowance of 20 per cent	277	4	5	6
The Emperor's net duty ......Tales	1,109	8	2	7
Add 7 per cent. to make it sycee	77	6	8	8
	1,187	5	1	5
To the Hoppo, or receiver of customs, 10 per cent. thereon......	118	7	5	2
	1,306	2	6	7
To the Collectors, &c. 2 per cent. to be paid in current silver......	22	1	9	6
	1,328	4	6	3
Impositions at sundry times since the year 1704, under the denomination of presents to the great Mandarins, and which are now claimed to be as much their due as the ship's measurage	1,950	0	0	0
Tales	3,278	4	6	3

All European ships do not pay a like sum under the denomination of presents.

	TALES.		TALES.
Ships, belonging to the English, pay	1,950	Ships, belonging to the Dutch, pay...	1,950
Ditto, French..............................	2,050	Ditto, Swedish	1,950
Ditto, Moors	1,850	Ditto, Danish............................	1,950

In 1821, the following was the amount of measurement and Government duties paid by two Country ships: one of 513 tons paid 4356 dollars; one of 412 tons paid 4161.

The distribution of the 1,950 tales, charged as presents, is said to be thus made:—

		M	C	C
To the Emperor, on the ship's arrival .... Tales	1,089	6	4	0
To ditto on her departure	516	5	6	1
To the Leantow for the poor	132	0	0	0
To the Security Merchant's Dispatchador	12	0	0	0
To the Writers, on the measuring the ship, for boats	8	4	0	0
To the soldiers that attend the measuring of the ship, for boat-hire, &c.	5	5	6	0
To the Hoppo's soldiers, on the arrival of the ship	16	7	8	0
To the Foyen, on the notice of the ship's arrival	2	8	0	0
To the Quongchefou, ditto	2	8	0	0
To the Fonnew-hyen at Whampoa, ditto	1	7	0	0
To the Namho-hyen, ditto	1	2	0	0
To the Quonan-fou at Macao, ditto	1	2	0	0
To two officers belonging to the Hoppo, for their attendance on the ship during her stay in the river	150	0	0	0
To the difference of the Emperor's weights, &c.	9	3	5	9
Total of the presents .... Tales	1950	0	0	0

The charge of unloading a ship at Whampoa per day, is as follows:—

		M	C	C
The Hoppo .... Tales	2	0	0	0
The Secretary	0	7	2	0
The Writer	0	7	2	0
The Linguist	0	7	2	0
The Whampoa officer's eating	0	3	0	0
Ditto, betel-nut, &c.	0	3	0	0
The Weigher	1	1	1	0
For a boat	1	4	4	0
The Hoppo's man to protect the goods	0	2	0	0
To the three Hoppo-houses	0	7	2	0
The Hoppo's officer's eating comes to about	3	0	0	0
Forming a total of .... Tales	11	2	3	0

The Linguist is obliged to make the following presents for each ship, previous to her departure :—

To the first Hoppo-house	10 tales.
To the second ditto	5 ditto.
To the third ditto	10 ditto.

making in the whole 25 tales. The fees at going away, which were only 4 or 5 dollars formerly, and which charge was and is paid by the Company

are now increased to upwards of 40 dollars per ship. What the Merchants pay besides, cannot be known, but it is reckoned to be considerable.

By a recent Edict of the Imperial Court, foreign ships are allowed to bring rice (without clandestinely importing other goods) free of measurage duties. The cargoes are to be stored by the Hong merchants, and sold at the market prices. The vessels, after waiting till the rice is sold, may carry away return cargoes, subject to the same duties as in other cases. To entitle a vessel to this remission of the port charges, she must bring 4050 peculs net of rice, or 4500 peculs gross.

Pilotage.—The following are the usual rates of pilotage paid by the Company's ships frequenting the port:—

From the Lema Islands to Macao...Span. D.	30	10 boats lying on the second bar	10
From Macao to Whampoa	40	Pilot coming on board	20
Cumshaw, or present to pilot	5	4 boats lying on bar below	4
10 boats lying on the second bar	10	Balance of pilotage to Macao	4
Pilot going on board at Whampoa	16	Cumshaw	5

forming a total of 85 dollars inwards, and 59 dollars outwards.

⁂ Mr. Crawfurd states that the amount of duties, under the denomination of Port-charges, Cumshaw or present, &c. is at present only about 27s. per ton on a vessel of 1200 tons; and about 50s. 6d. on a vessel of 400 tons.

Duties.—The duties on all goods imported and exported are paid by the Chinese; it is therefore very difficult to ascertain the real duties of any commodity, as they are frequently altered by the Mandarins. The following is an account of the Emperor's customs on Bohea tea, and of sundry charges at Canton in 1756:—

Gross weight, 1 pecul 11 catties; deduct for package 10 per cent. 11 catties; leaves net 1 pecul.

		T	M	C	C
Emperor's duty, per pecul	Tales	0	2	0	0
14 per cent. on the 2 mace for charges of sending the money to Pekin, and for Secretaries and Accountants		0	0	2	8
8 per cent. on 2 mace, 2 candareens, 2 cash, to make it sycee		0	0	1	8
5 mace 4 candareens per cent. (part of the 6 per cent. duty) on the valuation, being 8 tales per pecul		0	4	3	2
A duty of 1 mace per pecul, called peculage duty		0	1	0	0
The Linguist's charge for victualling the Hoppo's people at shipping off, and for boat-hire to the ship		0	0	3	0
	Tales	0	8	0	8

The 5 mace 4 cand. duty, part of 6 per cent. duty on the valuation of 8 tales per pecul, is paid in dollar money.

The 6 candareens, or 6 per cent. duty on the valuation of 8 tales per pecul, is paid in dollars; but it is properly a duty of 5 candareens 4 cash; the other 6 cash are for the Hongist who ships off, to defray the charge of his Hong.

Of the 5 candareens 4 cash duty, the Emperor has only 4 candareens 8 cash. An hospital for poor persons, who have no children to maintain them, has the remaining 6 cash.

The Emperor's share is by the Hoppo made into sycee, at the Emperor's charge.

The duty of 1 mace per pecul, called peculage, was very lately only 9 candareens. The merchants then, for their house of meeting, or joss house, had only 4 cash per pecul out of the peculage duty; but they have now 1 candareen 4 cash. The distribution of the peculage duty of 1 mace is as follows:—

Hoppo .... Candareens	3	8
Linguist	2	2
Weighers	0	2
Persons at the first Hoppo house	0	8
Hoppo's guard or soldiers	1	6
Merchants for their joss house	1	4

Shopkeepers and others who cannot ship off goods, but are forced to employ the Hongists for that purpose, pay 8 mace 8 candareens the pecul for the export duty on tea.

	M	C	C	dec.
They pay 6 per cent. on the valuation of 8 tales the pecul, which makes their charge more than those who pay only 5 4	0	4	8	0
Instead of 3 candareens, they pay 5 candareens for the victualling the Hoppo's people, &c.; the difference is	0	2	0	0
When the Linguist collects the money, he commonly charges, to make it even	0	0	3	76
Which, with the amount enumerated, as duty on Bohea tea	8	0	8	0
Forms a total of .... Mace	8	7	9	76

The Hong merchants have therefore an advantage over the shopkeeper of 7 1 76 the pecul in shipping off Bohea tea, which is appropriated to defray the charges of the Hong. There is a proportionable advantage to the

Hongist for all other goods. Bohea tea is only taken here for the example.

10 per cent. only being deducted for packages, all dealers lose 4,08 per cent. on Bohea tea chests, and 6,66 per cent. per pecul on Singlo chests, and more on smaller chests; but as this 10 per cent. is always deducted on all goods imported, whether in packages or not, as lead and tin, as it is on tutenague exported, the merchants are of opinion they lose nothing by that charge.

There is not any duty of 6 candareens, or 5 4 per cent. on goods imported.

The Emperor's dotchin and the merchants' are the same; the latter have a standard dotchin at their joss house, which agrees with the Emperor's.

The weighers are often bribed by the merchants to make goods imported weigh less than they really do, and those exported, to weigh heavier.

The Emperor's pecul is 132 lbs. 2 oz. 964 dec. avoirdupois. One hundred tales in sycee money, weighed by a merchant or a refiner, when carried to the receiver of the customs, is found deficient in weight 1 tale 3 mace, or thereabouts; formerly it was only 3 or 4 mace less: this plunder the Hoppo and his people have.

The Linguist gets 2 cand. 2 cash of the peculage duty on every pecul of goods imported or exported; but he abates from it 20 per cent., that he may be paid in dollar money, instead of money of 75 or less touch: this reduces the 2 cand. 2 cash to 1 cand. 7 cash 6 dec.; so that if a ship import 5000 peculs, and export as many, those 10,000 are only accounted him as 9,000, because 10 per cent. is taken off for package; his gain, therefore, on that ship is 158,4 tales; he has moreover a present of about 70 tales, forming a total of 228 tales 4 mace. What he gets by impositions, cannot be known.

Fine China-ware pays	7 4 per pecul; is valued at	4 0, and the duty is	0 3
Coarse ditto	5 5	3 0	2 0

China-ware in chests, of whatever sort, is reckoned fine.

Ditto in bundles of blue and white, is reckoned coarse; if coloured, fine.

Regulations.—By the indentures entered into between the East India Company and the owners or commanders of vessels trading to Canton from the different ports in British India, it is covenanted that no person or persons, whether supra-cargo, passenger, crew, or otherwise, shall be left in China after the ship has departed.

An order of the Marine Board of Calcutta, dated January 31, 1821, after stating that the practice of leaving English seamen on shore at Macao is calculated to create embarrassment and expence to the Company, prohibits the masters of vessels from leaving any seamen on shore, on pain of the responsibility they will incur thereby.

Provisions and Refreshments.—In no part of the world are provisions more abundant than in China, or of better quality. The prices are in general moderate. All provisions are weighed.

The following is a list of the stores taken on board a ship of 1200 tons at Canton, for the use of the homeward passage. The Company's ships are obliged to take in nine months' provisions in time of war, and six months' in time of peace.

Ship's Stores.	Cabin Stores.
1650 catties of beef.	2160 catties of hay.
6 calves.	400 ditto bran.
416 catties of pig, 8 in number.	635 ditto Macao potatoes.
6836 ditto biscuit.	665 ditto capons, 197 in number.
900 ditto fine ditto.	621 ditto fowls, 240 in number.
2983 ditto rice.	192 ditto pigs, 1 sow and 1 boar.
496 ditto fine ditto.	569 ditto ditto, 20 pigs.
3080 ditto calavances.	6 sheep.
1051 fine flour.	1 cow.
11125 ditto paddy.	260 catties geese, 50 in number.
4707 ditto gram.	60 wild ducks.
3000 ditto sugar.	72 teal.
3000 ditto yams.	12 wild geese.
180 ditto wax candles.	48 pigeons.
449 ditto pumpkins.	36 quails.
443 ditto sweet potatoes.	1000 eggs.
60 Macao cabbages.	100 catties of hams, and pig's faces.
Sundry small stores, vegetables, &c.	Sundry vegetables, fruits, &c.

ARTICLES PROCURABLE AT CANTON, WITH DIRECTIONS.

Agates are generally found in pebbles, kidney shaped, variegated with veins and clouds, and are arranged according to the different colours of their grounds. Of those with a white ground there are three species; the white veined, the milky, and the lead coloured. Of those with a red ground there are four species; the flesh coloured, the blood coloured, the clouded, and the red. Of those with a yellow ground there are two species; the yellow and the pale yellow.

The white veined Agate is most commonly known by the name of the Mocha stone. It is of a very firm, compact, and fine texture, though it is found in the shape of a flinty pebble stone. The sizes are various, from one to eight inches in diameter. The veins of this stone are very beautifully

disposed in different figures; but generally there are many concentric irregular circles drawn round, from one to three points, in various places. They are commonly a little whiter than the ground, though sometimes they can scarcely be seen. Those of this kind are of the highest value, and contain figures of trees, mosses, sea-plants, and the like. This kind of agate, when perfect, is only found in India, but there are some of an inferior sort to be met with in Germany.

The dull milky Agate is not so valuable as the former, though it is of a very firm texture. It is found in the shape of common flint stones, and from one to ten inches in diameter. It is of the colour of milk, or rather like that of cream, and when broken, has a smooth glossy surface. It is more opaque than the former, but will bear a very fine polish. This species is common in India.

The lead coloured Agate, with black and white veins, is of a very fine, firm, and compact texture, though it is found, like the former, in the shape of common flint, and of as rugged a surface. The colour is of a pale blueish grey, and is often without variation, though it has sometimes black and sometimes white veins, which are generally towards the centre of the stone. It is very hard, and will bear a fine polish; it is found in India, where they make cups and boxes of it.

The flesh coloured Agate is not so valuable as either of the former, though it has a firm compact texture, and is from one to ten inches in diameter. The flesh colour is very faint and almost whitish, yet it is never entirely wanting; sometimes it has no veins at all, and at other times it abounds in veins, spots, or clouds. The spots are generally very small, about the size of a pin's head; when broken, it is very smooth and glossy, though it is not always of the same transparency.

The blood coloured Agate is more beautiful than most of this class. It is always of a deep blood red colour, sometimes throughout, but more frequently variegated with a pale blue and brown; the blue always surrounds the red, and inclines to the colour of whey, but it is in no other part of the stone. The brown is of the colour of horn, and generally appears in irregular veins, sometimes in such plenty as to make the ground to the stone, and the red with its blue edges only the variegation. This stone is much esteemed when well marked, and is chiefly used for the tops of snuff-boxes.

The clouded and spotted flesh coloured Agate is of a very fine close texture, though it is subject to flaws and cracks when the pieces are large, for which reason the lesser stones are preferred; in general it is but little esteemed.

The red Agate, variegated with yellow, is of the colour of red lead,

of a fine pure equal texture, with a smooth regular surface, and is commonly found in the shape of a pebble stone. It is from one to four inches in diameter, and its ground is of a paler red with one that is deeper, disposed in concentric veins round from one to three points; but this does not appear without close examination. Besides these, it has irregular bright yellow blotches that are never intersected by the veins, but are either within or on the outside thereof; and they are always extremely short—never above one sixth of an inch in length. It is very hard, and will bear a fine polish.

The yellow Agate has been found from one to seven inches in diameter, in various shapes and sizes; but they are all of a very firm compact texture. It is sometimes of the same colour throughout; sometimes it consists of irregular veins, and at others it has a pale and almost white ground, veined and spotted with a strong yellow, exactly resembling that of fine yellow bees-wax. It is very hard, and capable of a fine polish; but the degree of transparency differs greatly, for sometimes it is as much so as the rest, and at others it is almost entirely opaque. It is found in India, and is used for making knife-handles.

The pale yellow Agate, variegated with white, black, and green, is called Leonina, from its resemblance to a lion's skin. It is more variegated than the rest of the stones of this kind, and has a fine compact close texture, though it is found in very irregular shapes, with a rugged outside. The ground is always a pale yellow, but very differently disposed. It breaks with some difficulty into pieces with fine smooth surfaces. It is brought from India, but is not commonly known, being very scarce.

The blackish veined brown Agate is found in pieces that have a pretty smooth surface, though of an irregular shape, from two to seven inches in diameter. The brown is pretty deep, and freely clouded, spotted, and veined with a colour that is almost black, and the veins are paler and browner than the other variegations. The veins are disposed in irregular and concentric circles, and the innermost are generally broadest. It is capable of a very beautiful polish, and is commonly cut into seals, buttons, heads of canes, and the tops of snuff-boxes. It is frequently adorned with fictitious colours, which sink into the substance so much, that they appear like the natural veins of the stone, and then it is of great value.

Alum is an article of considerable trade at China, from whence it is carried to various parts of India. It is generally in large lumps or pieces, clear and transparent. It is seldom imported into England, it being produced there in large quantities.

Amomum Verum, or true Amomum, is the fruit or seed-vessel of a plant (*Ardraca* and *Ela*, San.) growing in Arabia, several parts of the East

Indies and China. It is in figure like a grape, and contains, under a membraneous covering, a number of small rough angular seeds, of a blackish brown colour on the outside, and whiter within. The seeds are lodged in three distinct cells, and those in each cell joined closely together, so that the fruit, on being opened, appears to contain but three seeds. Ten or twelve of these pedicles, about an inch long, stand together upon a woody stalk. The seeds are a strong grateful aromatic, of a penetrating fragrant smell, and of a warm pungent taste. Chuse amomum that is fresh and large, the pods being round, of a light colour, inclining to grey, heavy, and well filled with odoriferous grains: to have the grains neat and clean, they should be separated from the shell, which is of little value. The pods which are light, and of which the grains are wrinkled, are also of little worth.

Angustura Bark.—This bark is the produce of a tree growing in Abyssinia, and other parts of Africa, and on the Spanish Main. It is in pieces about 6 inches long and 1½ broad, curled up; the external surface whitish, the substance close and compact, of a bitter taste, and when powdered, the colour of rhubarb; it claims a high rank as an antiseptic.

Aniseeds, Star, are the produce of a small tree (*Illicium*) growing in China and the Philippine Islands. They consist of rusty coloured hard wrinkled husks, about half an inch long, joined together by their ends to the number of six or seven, in the form of a star, each including a glossy seed that is internally white. The husks of these seeds have a glowing sweetish aromatic taste, but not fiery. The seeds have little smell, but fill the mouth in chewing with an agreeable flavour, of the same nature with that of the husks, but weaker, accompanied with great sweetness. Such as are broken and mildewed should be rejected. For freight, the ton is 8 Cwt.

Ben, or Behen. The ben nut is the produce of a tree growing spontaneously in the East Indies and China, of a light colour, about the size of a filbert, of a triangular yet somewhat round shape, enclosing a kernel of the same figure, covered with a white skin. The nuts should be chosen of a disagreeable, bitter, oily taste, fresh, plump, and sound; the decayed and broken should be rejected.

The Ben Root is of two sorts, white and red. The white ben root is grey without, and inclining to a white within; of a taste almost insipid, which, however, leaves a disagreeable bitterness when kept some time in the mouth. The red ben is a fibrous root, brown on the outside, and inclining to red within. Both sorts should be chosen fresh, dry, of a deep colour, and of an aromatic astringent taste.

Blood-Stone.—This stone is hard, and capable of an elegant polish; it does not approach near to transparency; its general colour is green

with a blueish cast, having a number of blood red spots, veins, or clouds in it. The best comes from India, and is in request with the Chinese as an ornament to their girdle-clasps. Chuse such as are of a fine deep green, smooth and shining, full of bright red spots, like drops of blood on it, in large pieces, free from cracks and flaws.

Camphire, China.—This article was long supposed to be prepared from the Baroos or Sumatra camphire, but is now ascertained to be the produce of a species of *Laurus*, growing in the Chinese dominions and Japan, different from that of Sumatra or Borneo. It is prepared from a decoction of the wood and roots of the tree, and cut into small pieces. It is made into cakes, which incline to a greyish colour, and are composed of small grains, mixed with some impure matter; they are not very heavy, nor very compact, but easily crumble to pieces. If these cakes be tolerably pure, they will, when set on fire, burn away, and leave but few ashes; the fewer the better. What is brought from China is of two kinds, refined and unrefined; but the latter is preferred, the duty thereon being much less than on that which is refined.

15 Cwt. of camphire are allowed to a ton; but it is not permitted to be imported in ships from China.

Cassia Lignea (*Tej*, Hind., *Twacha*, San.) is the bark of the *Laurus Cassia* (*Tijpat*, Hind., *Tamala patra*, San.), growing in China, on Sumatra, the Malabar Coast, and other parts of India. It is a different species of the same genus as the cinnamon tree, and is separated from the branches of this tree in the same manner as cinnamon. They take off the two barks together, and separating the rough outer one, which is of no value, they lay the inner bark to dry, which rolls up, and becomes what we call cassia lignea. It resembles cinnamon in appearance, smell, and taste; the best is imported from China in small pipes or tubes, sometimes the thickness of the ordinary tubes of cinnamon, and of the same length; but usually they are shorter and thicker, and the bark itself coarser. It is of a tolerably smooth surface, and brownish colour, with some cast of red, but much less so than cinnamon. It is of a less fibrous texture, and more brittle, of an aromatic smell and taste, truly of the cinnamon kind, but the smell weaker, and the taste much less acrid and biting. It is distinguished from cinnamon by this want of pungency, and yet more by its being of a mucilaginous or gelatinous quality, when taken into the mouth, and held there some time. There are some that incline to a yellow, and some to a brown colour; but these varieties depend on accidents which do not much affect its value. It should be chosen in thin pieces, of an agreeable, biting, and aromatic taste, and the best is that which approaches nearest to cinna-

mon in flavour; that which is small and broken, should be rejected. The Malabar kind is thicker and darker coloured than the China kind, and is more subject to foul packing; therefore each bundle should be carefully inspected, or you will have a good deal of dirt and rubbish in it. The quantity of cassia allowed to a ton is 8 Cwt.

Cassia Fistula is the fruit of a tree so named, (*Ameltas*, Hind., *Suvernaca*, San.) that grows spontaneously in Egypt, and some parts of the East Indies, and from thence has been introduced into America. It is a long slender pod, of about an inch in diameter, and from one to two feet in length; externally it is of a dark brown colour, somewhat wrinkled, with a large seam running the whole length upon one side, and another less visible on the other. It is yellowish within, divided by woody partitions into a number of little cells, containing hard, flattish, oval seeds, enclosed in a soft black pulp; this pulp has a sweetish taste, followed by more or less of an ungrateful kind of acrimony. The oriental cassia has a more agreeable sweetness, and less acrimony than the American, to which it is preferred on that account. The eye may distinguish them from each other; the oriental pods being smoother and smaller, having a thinner rind, with a pulp of a deeper shining black colour than the American. The oriental cassia should be chosen in full and fresh pods, heavy, and not rattling when shaken; when broken, the pulp, which is the medicinal part, should be of a shining black colour, sweet and agreeable, with little or no roughness; and this roughness is predominant when the fruit has been gathered unripe; neither should it be mouldy or dry, which is the case when it has been long kept. 10 Cwt. of cassia fistula are allowed to a ton.

Cassia Buds are said to be the berry of the cassia tree, and are brought from China; they bear some resemblance to a clove, but are smaller, and when fresh, possess a fine rich cinnamon flavour. They are to be chosen sound, fresh, and free from stalks and dirt; they are occasionally packed with cassia lignea, by which it is said the flavour of both is considerably improved. The ton of cassia buds is 8 Cwt.

Cassia Oil.—The best is manufactured in China, and the finer kind differs but little in its properties from that of cinnamon, for which it is generally substituted. There are few better modes of proving its goodness than by taking the point of a pin, dipping it in the oil, and rubbing it on the back of the hand; if genuine, the smell continues a long time, and does not readily fly off; but if after remaining some time, it partakes of any other smell, it is adulterated.

Cassumanar is a moderately large root of a plant growing in the East Indies, which we usually meet with cut into irregular slices, of various

forms, for the sake of drying. The root is of a tuberous and irregular shape, bent and jointed, or knotted; its surface is somewhat wrinkled, and its cortical part is marked, at certain distances, with a sort of circle or ring, somewhat prominent, which surrounds it; it is of a close texture, very hard, and heavy. It will not cut freely with a knife, nor easily powder in a mortar. When cut, it shews a smooth shining surface, of a dirty greyish white, with an equal admixture of yellow. It is of a brisk aromatic smell, somewhat resembling ginger, and of a pungent bitterish taste. It is to be chosen in large firm pieces, as plump as can be, of the most fragrant smell, and of an acrid taste. It is hardly liable to any adulteration, except putting pieces of the long zedoary along with it, which is easily discovered by the size and figure of the latter, (scarcely ever exceeding an inch in diameter, frequently less), and by its internal white colour, when broken.

China Root (*Chob Chini*, Hind.) is the root of the *Smilax*, a species of climber, in China; it is oblong and thick jointed, full of irregular knobs, of a reddish brown colour on the outside, and of a pale red within; when cut, it exhibits a close, smooth, glossy surface; while new, it will snap short, and look glittering within; if old, the dust flies from it when broken, and is light and kecky. China root should be chosen large, sound, heavy, and of a pale red colour internally. It is of no value if the worm be in it. 11 Cwt. of China root are allowed to a ton.

China Ware.—Connoisseurs divide China ware into six classes, *viz.* the trouted China, the old white, the Japan, the Chinese, the Chinese Japan, and the Indian; these several appellations rather denote a difference that strikes the eye, than a real distinction.

I. *Trouted China*, from its resemblance to the scales of a trout, seems the most ancient; it has two imperfections—the paste is always very brown, and the surface appears full of cracks; these cracks are not only in the glazing, but in the China ware itself, and therefore this sort has but a small degree of transparency, does not sound so well, is very brittle, and bears the fire better than any other. To hide these cracks, it is painted with a variety of colours; in this kind of ornament its only value consists.

II. *The old white China.*—This is very valuable, but very scarce, and little used. The paste of it seems to be extremely short, and fit only for small vases, figures, and other ornamental China; it is sold in trade for Japan, though it is certain that some very fine of the same kind is made in China. It is of two different hues, the one a perfect cream-colour, the other a blueish white, which makes it look more transparent, and the glazing seems to be more incorporated into this last.

III. *Japan China* is not so easily distinguished, as most people ima-

gine, from the finest sort made in China. It is stated that in general the glazing of the true Japan is whiter, and has less of the blueish cast than the porcelain of China; that the ornaments are laid on with less profusion; that the blue is brighter, and the patterns and flowers are not so whimsical, and more closely copied from nature; and some writers tell us, that the Chinese who trade to Japan, bring home some pieces of China that make more show than their own, but are not so solid; and that they serve to ornament their apartments, but that they never use them, because they will not bear the fire well: all China glazed with coloured varnish, whether sea-green, blueish, or purple, is said to be Chinese. All the Japan brought into Europe comes from the Dutch, who are the only Europeans that are suffered to come into that empire. Possibly they may have chosen it out of the porcelains brought there every year by the Chinese, or they may have purchased it at Canton: in either case the distinction between the porcelain of Japan and that of China would not be founded on fact, but merely on prejudice. From this opinion, it is plain that what is sold in Europe for Japan, is only very fine China.

IV. *China Porcelain.*—The glazing of this sort has a bluer cast than that of Japan, is more highly coloured, and the patterns are more whimsical; the paste is in general whiter, and more compact; the grain finer and closer, and the China thinner. Among the several sorts made in China, there is one that is very ancient; it is painted of a deep blue, a beautiful red, or a green like verdigrease, and is coarse, thick, and very heavy. Some of this is trouted, and the grain is often dry and brown; that which is not trouted, has a clear sound, but both want transparency; it is sold for old China, and the finest pieces are supposed to come from Japan. The essential difference between this and other China is, that it is made of a shorter paste, and is very hard and solid; the pieces of this China have always at the bottom the marks of three or four supporters, which were put to prevent its giving way in baking. By this contrivance the Chinese have succeeded in making very large pieces of porcelain. The China which is not of this sort, and which is called modern China, is of a longer paste, finer grain, higher glazed, whiter, and clearer; it seldom has the marks of the supporters, and its transparency has nothing glassy in it. All that is made with this paste is easily turned, so that it is visible the workman's hand is glided over it, as over a fine smooth clay; there is an infinite variety of this sort of China, both as to form, colouring, workmanship, and price.

V. *Chinese Japan.*—So called because it unites the ornaments of the porcelain, which is thought to come from Japan, with those that are more

in the Chinese taste. Among this kind of porcelain there is some that is ornamented with a very fine blue with white scrolls; the glazing of this kind is remarkable for being a true white enamel; whereas that of the other sorts is half transparent, for the Chinese glazing is never entirely so. All the above sorts of porcelain are manufactured in the province of Kiamsi. In the neighbourhood of Canton is made the kind we commonly see, and that is known by the name of

VI. *India China.*—The paste of which this is manufactured, is long and yielding; but in general the colours, especially the blue and the red, are far inferior to what comes from Japan and the interior parts of China. All the colours except the blue stand up in lumps, and are very badly laid on. It is of two kinds, the best of which is denominated Nankeen China.

The articles brought to Europe consist of table and tea services, painted jars, garden pots and stools, butter-cups, fruit-baskets, &c.

50 cubical feet of China-ware are allowed to a ton.

The Company allow 20 tons of China-ware, fans, pictures, and lackered ware to be brought on each ship from China; in other ships only two tons are allowed in each, on paying the Customs, and to the Company 9 per cent. on the sale value of China and lackered wares, and on other articles 7 per cent.; all exceeding are charged £30 for each ton, and so in proportion for a greater or less quantity.

Cinnabar, a ponderous, red, sulphureous ore of mercury, produced in various parts of the world, as well as in China. It comes from the latter place in pieces of an irregular size, with a smooth outside. It is of an elegant deep red colour, both externally and internally, which is much improved by grinding the lumps to powder. The heaviest cinnabar should be chosen free from earthy or stony matter, and such as will leave a beautiful red on white paper; by heating a piece of iron red hot, or by holding a little on the blade of a knife by the fire, you may discover if it is mixed; when genuine, it will burn entirely away, but if foul, there will appear a black or white powder, according to what it is mixed with. The Chinese sometimes impose a red earth upon purchasers for cinnabar. A red sulphuret of quicksilver, or factitious cinnabar, (*Shengerf*, Hind.) is prepared in India.

Contrayerva (so called because the root is an antidote to the juice, which is said to be poisonous), is the root of the *Dorstenia*, a small plant growing in the East and West Indies. It is in pieces from one to two inches long, and half an inch thick, full of knots, surrounded with fibres of a reddish yellow colour externally, and pale within; it has a peculiar kind of aromatic smell, a somewhat astringent, warm, bitterish taste, with

a light and sweetish kind of acrimony when long chewed. These roots should be chosen plump and fresh, free from fibres and decay.

Copper, white.—In Du Halde's History of China is the following account of white copper. " The most extraordinary copper is called Pe-tong, or *white* copper; it is white when dug out of the mine, and still more white within than without. It appears, by a vast number of experiments made at Pekin, that its colour is owing to no mixture—on the contrary, all mixtures diminish its beauty; for, when it is rightly managed, it looks exactly like silver, and were there not a necessity of mixing a little tutenague, or some such metal with it, to soften it, and prevent its brittleness, it would be so much the more extraordinary, as this sort of copper is, perhaps, to be met with no where but in China, and that only in the province of Yun-nan." The export of this metal is said to be prohibited. It is certain that it is not known in commerce; but its name is often given to tutenague.

Corundum, or Corone, is the Indian name for the fossil called Adamantine Spar. The first specimens of it came from China; its colour is grey, of different shades; the larger pieces are opaque, but the thin pieces and the edges are transparent; the second variety comes from India, and is considerably whiter than that from China; it is this which is called corundum by the natives. The remarkable quality of corundum, and for which it is chiefly valued, is its extreme hardness; it scratches every substance but diamond, and is therefore of great value to lapidaries and seal-cutters. It is used throughout India and China for polishing stones, &c. It is but little harder than the ruby, the sapphire, or oriental topaz. It is far superior to emery, particularly for grinding on the wheel, to which it adheres like diamond dust.

Cubebs (*Cubab Chini*, Hind.) are the produce of the *Piper Cubeba*, a tree growing on Java and in China. The cubeb is a small dried fruit, like a pepper-corn, but generally somewhat longer; it is of a greyish brown colour, and composed of a wrinkled external covering enclosing a single seed, blackish on the surface, and white within; it is a warm spice, of a pleasant aromatic smell, and of a hot, pungent taste, weaker than that of pepper, but of the same kind; its acrimony remains long upon the tongue. We sometimes meet with this article in an unripe state, when it is very small, the covering much wrinkled, and the enclosed seed of a softer kind than when ripe. Cubebs should be chosen large, fresh, sound, and the heaviest that can be procured. From their resemblance to pepper, from which its difference is a short slender stalk, it is often mixed with that article. 16 Cwt. of cubebs are allowed to a ton.

Dragon's Blood, or Sanguis Draconis.—This drug is said to be obtained from a large species of rattan, (*Calamus Draco*), growing abundantly on Sumatra, where it is manufactured and exported to China; it is there held in much estimation. It is either in oval drops, wrapped up in flag leaves, or in large and generally more impure masses, composed of smaller tears. It is externally and internally of a deep dusky red colour, and when powdered, it should become of a bright crimson; but if it be black, it is worth little. It easily melts over the fire, and is inflammable, diffusing a singular, but not disagreeable smell. When broken, and held up against a strong light, it is somewhat transparent. It has little or no smell or taste; what it has of the latter is resinous and astringent. The dragon's blood in drops is much preferable to that in cakes, the latter being more friable, and less compact, resinous, and pure than the former. Other compositions, coloured with true dragon's blood, or other materials, have been sold instead of this article. Some of these dissolve like gums in water, and others crackle in the fire without proving inflammable; whereas the genuine dragon's blood readily melts and catches flame, and is scarcely acted on by watery liquors. It is most prudent to purchase the drops, rejecting the impure masses. For freight, the ton is 20 Cwt.

Galangal.—There are two species of this root, the great and small; of these the latter is most esteemed.

Great galangal is a tough woody root, about an inch and a half thick, of a brown colour on the outside, and whitish within, having a very thin bark, which is beset, at about a quarter of an inch distance, with rings or circles. It is of a bitterish taste, and somewhat aromatic, but weaker in all its qualities than the small galangal, which is a much shorter and smaller root. It is to be met with in pieces about half an inch thick, seldom so long as two inches, of a reddish brown colour on the outside, and a pale red within, being knotty, and having several circular rings that stand out beyond the rest of the surface. It is of an extremely firm compact texture, but not heavy. It cuts with difficulty, and the knife leaves a smooth glossy appearance. It is to be chosen full and plump, of a bright colour, very firm and sound, and of an acrid, hot, peppery taste, leaving a stronger impression in the mouth than that which spice does. The ton, for freight, is 12 Cwt.

Gamboge (*Gahkatu*, Cingalese), or Gumgutt, is the concrete juice of a tall tree with spreading opposite branches, a native of Cambodia and China; it is in cakes or rolls, externally of a brownish yellow, internally of a deep reddish orange colour; of a smooth surface, equal and uniform through its whole texture. The Siamese gamboge occurs in small tears,

formed as the juice drops from the stalks. It has no smell, and when first chewed, makes but little impression on the taste; but after remaining some time in the mouth, discovers a considerable acrimony. If it be wetted and rubbed upon the nail, it gives a curious bright lemon colour, by which, and its appearing smooth, and free from impurities, it is known to be good; if applied to a lighted candle, it burns with a white flame, leaving behind a greyish ash. The larger cakes, and such as are dark coloured, should be rejected. The ton is 20 Cwt.

Ginger, preserved.—The West Indies and China furnish this commodity; the former is preferred, but that from China, when good, is always in estimation, and when prepared from the young roots, is almost transparent. It should be chosen in large and somewhat transparent pieces, of a bright yellow colour, and not fibrous or stringy when cut. Such as is dark coloured and small, should be rejected, and the jars should be carefully sealed up, to prevent insects getting in.

Ginseng, (*Jin-seng*, Chinese, *i. e.* figure of a man), a root produced in Chinese Tartary, and in several parts of North America, whither it was transplanted from China; the latter is what we generally see in this country, and is now an article of trade to China. Large quantities used formerly to be sent from England; but since the Americans declared themselves independent, they have carried it direct to China, so that the export from this country has fallen off considerably. The name of the plant is *Panax quinquefolium.*

The dried root, as it is imported from America, is seldom so large as the little finger, about three or four inches long, frequently forked, transversely wrinkled, of a horny texture both within and without, of a yellowish white colour; to the taste it discovers a mucilaginous sweetness, approaching to that of liquorice, accompanied with some degree of bitterness, and a slight aromatic warmth, with little or no smell. Ginseng for the China market should be chosen in large roots, sound, firm, and of a fresh colour, moderately heavy, not very tough, but such as will snap short, free from worm-holes and dirt.

Gold.—A considerable trade is carried on in China in gold, which they receive in dust at the various eastern islands, and afterwards melt into shoes or bars, which, when pure, have a depression in the middle, from the sinking of the metal in cooling, with a number of circular rings like those on the ball of the finger, but larger.

In trading in gold, great circumspection is necessary, as many frauds are practised; the shoes are often gilt over with a thick coat of metal, finer

than the interior part; and it often happens that lumps of other metals are mixed with it, generally silver.

When the mass is much adulterated, the fraud can be discovered at sight, the middle being elevated instead of depressed, and the sides uneven and knobby. If it is suspected to be gilt with a thick coat of metal, finer than the internal part, it should be raised with a graver or chisel to some depth, so that the exterior coat may be broken through: cutting the piece in two is a less certain way of discovering this abuse, the outer coat being frequently drawn along with the chisel so as to cover the divided parts.

Gold, when pure, is of a full yellow colour; it is never obscured with tarnish or rust. When alloyed with copper, the colour inclines to a reddish hue; silver makes it pale, and if the proportion of silver be as one to four, a greenish hue is produced.

The degree of fineness of gold, or the proportion of alloy it contains, is accounted by imaginary weights called carats. The whole mass is conceived to be divided into 24 parts, or carats, and so many twenty-fourth parts as it contains of pure gold, it is called gold of so many carats, or so many carats fine. Thus gold of 18 carats is a mixture of which 18 parts in 24 are pure gold, and the other 6 parts an inferior metal; and in like manner gold of 20 carats contain 20 parts of pure gold and 4 of alloy. The standard of the English gold coin is 22 carats fine, so that in a guinea there are 22 parts of pure gold and 2 parts of alloy.

Those who are accustomed to the inspection of gold, variously alloyed, can judge nearly, from the colour of any given mass, the proportion of alloy it contains, provided the species of alloy is known. Different compositions of gold with different proportions of the metals which it is commonly alloyed with, are formed into oblong pieces, called needles, and kept in readiness for assisting in this examination, as standards of comparison.

The proportions in the composition of the several needles are adjusted in a regular series, according to the carat weights before explained. The first needle consists of fine gold, or of 24 carats; the second of 23½ carats of fine gold, and half a carat of alloy; the third of 23 carats of fine gold, and one carat of alloy; and so on, the gold diminishing, and the alloy increasing, by half a carat in each needle, down to the twentieth carat; all below this are made at differences of whole carats, half a carat being scarcely distinguishable by the colour of the mass, when the proportion of alloy is so considerable. Some make the needles no lower than to twelve carats, that is, a mixture of equal parts of gold and alloy; others go as low as one carat, or one part of gold to twenty-three of alloy.

Four sets of these needles are commonly directed: one in which pure silver is used for the alloy; another with a mixture of two parts of silver,

and one of copper; the third with a mixture of two parts of copper to one of silver; and the fourth with equal parts of the two; to which some add a fifth set with copper only, an alloy which sometimes occurs, though much more rarely than the others. If needles so low as three or four carats can be of any use, it should seem to be only in the first set; for in the others, the proportion of copper being large, the differences in colour of different sorts of copper itself, will be as great as those which result from very considerable differences in the quantity of gold. When the copper is nearly equal in quantity to the gold, very little can be judged by the colour of the mass.

The colours are best examined by means of strokes drawn with the metals on a particular kind of stone, brought chiefly from Germany, and called from this use a touchstone; the best sort of which is of a deep black colour, moderately hard, and of a smooth but not polished surface. If it is too smooth, soft gold will not easily leave a mark upon it; and if rough, the mark proves imperfect. If very hard, the frequent cleaning of it from the marks, by rubbing it with tripoli, or a piece of charcoal wetted with water, gives the surface too great a smoothness; and if very soft, it is liable to be scratched in the cleaning. In want of the proper kind of stone, moderately smooth pieces of flint are the best substitutes; the more those approach in colour to the other, the better.

The piece of gold to be examined, being well cleaned in some convenient part of its surface, a stroke is to be made with it on the stone, and another close by it, with such of the touch-needles as appear to come the nearest to it in colour. If the colour of both upon the stone is exactly the same, it is judged that the given mass is of the same fineness with the needle; if different, other needles must be tried, till one is found which exactly corresponds with it. To do this readily, practice only can teach.

In making the strokes, both the given piece and the needle of comparison are to be rubbed several times backwards and forwards upon the stone, that the marks may be strong and full, not less than a quarter of an inch long, and about the eighth or a tenth of an inch broad; both marks are to be wetted before the examination of them, their colours being thus rendered more distinct. A stroke which has been drawn some days, is never to be compared with a fresh one, as the colour may have suffered an alteration from the air, the fine atoms left upon the touchstone being much more susceptible of such alterations than the metal in the mass. If the piece is supposed to be superficially heightened by art in its colour, that part of it which the stroke is designed to be made with, should be previously rubbed on another part of the stone, or rather on a rougher kind of stone than the common touchstones, that a fresh surface of the metal may be exposed.

The metallic compositions made to resemble gold in colour, are readily known by means of a drop or two of aqua-fortis, which has no effect upon gold, but discharges the marks made by all its known imitations. That the touchstone may be able to support this trial, it becomes a necessary character of it not to be corrosible by acids, a character which shews it to be essentially different from the marbles, whereof it is by many writers reckoned a species. If gold is debased by an admixture of any considerable quantity of these compositions, aqua-fortis will in this case also discharge so much of the mark as was made by the base metal, and leave only that of the gold, which will now appear discontinued, or in specks. Silver and copper are in like manner eaten out from gold on the touchstone; and hence some judgment may thus be formed of the fineness of the metal, from the proportion of the remaining gold to the vacuities.

It has been observed that hard gold appears on the touchstone less fine than it really is. It may be presumed that this difference does not proceed from the simple hardness, but from the hardness being occasioned by an admixture of such metallic bodies as debase the colour in a greater degree than an equal quantity of the common alloy. Silver and copper are the only metals usually found mixed with gold, whether in bullion or in coins, and the only ones whose quantity is attempted to be judged of by this method of trial.

The Chinese are extremely expert in the use of the touchstone, so as to distinguish by it so small a difference in the fineness as half a touch. It is the only test by which they regulate the sale of their gold to Europeans, and it is subject to fewer difficulties than in Europe, on account of the uniformity of their alloy, which is almost always silver; the least appearance of copper being used in the alloy gives a suspicion of fraud. As an assay of the gold is rarely permitted at China, it behoves the European trader to be well practised in this way of examination. By carefully attending to the foregoing directions, and by accustoming himself to compare the colours of a good set of touch-needles, having the fineness marked on each, it is presumed he will be able to avoid being imposed upon, either in the touch itself, or by the abuses said to be sometimes committed, of covering the bar or ingot with a thick coat of finer metal than the interior part, or of including masses of base metal within it. A set of needles may be prepared for this use with silver alloy in the series of the Chinese touches; or the European needles may be easily accommodated to the Chinese by the following Tables, which reduce English carats into Chinese touches, and Chinese touches into English carats, calculating 100 touch equal to 24 carats.

ENGLISH CARATS INTO CHINA TOUCHES.

Carats.	Grs.	Touch.	Parts.	Carats.	Grs.	Touch.	Parts.
24	0	100	0	20	3	86	11
23	3	98	23	20	2	85	10
23	2	97	22	20	1	84	9
23	1	96	21	20	0	83	8
23	0	95	20	19	3	82	7
22	3	94	19	19	2	81	6
22	2	93	18	19	1	80	5
22	1	92	17	19	0	79	4
22	0	91	16	18	3	78	3
21	3	90	15	18	2	77	2
21	2	89	14	18	1	76	1
21	1	88	13	18	0	75	0
21	0	87	12	—		—	

CHINA TOUCHES INTO ENGLISH CARATS.

Touch.	Carats.	Grs.	25ths.	Touch.	Carats.	Grs.	25ths.
100	24	0	0	87	20	3	13
99	23	3	1	86	20	2	14
98	23	2	2	85	20	1	15
97	23	1	3	84	20	0	16
96	23	0	4	83	19	3	17
95	22	3	5	82	19	2	18
94	22	2	6	81	19	1	19
93	22	1	7	80	19	0	20
92	22	0	8	79	18	3	21
91	21	3	9	78	18	2	22
90	21	2	10	77	18	1	23
89	21	1	11	76	18	0	24
88	21	0	12	75	18	0	0

The finest gold among the Chinese is 100 touch, which corresponds with our 24 carats, and is called sycee, that is, pure gold without any alloy in it; so that if an ingot or shoe of gold touch 93, then it hath 93 parts of fine gold, and 7 parts of alloy in it. Gold is bought at Canton by so many tales weight of Spanish dollars, 94 touch; and when bought at touch for touch, 10 tales weight of sycee or pure silver are paid for 1 tale weight of sycee or pure gold; therefore 9 tales of silver are to be paid for one of that mixed mass; for 10 times 9 are 90, the sycee gold there is in it when at 90 touch. If it touch 96, then are $9\frac{6}{10}$ of silver to be paid for one of gold; if it touch 88, then $8\frac{8}{10}$ of silver for 1 tale of gold; so that if you separate the last figure of the touch for a decimal, and then multiply this number by the weight of the mass, you will have the weight of the silver to be paid for it.

When gold is sold above or under touch, so much must you add to or subtract from the touch, and then proceed with the touch, so increased or diminished, as by the above directions.

As, if it touch 96, and is to be sold at 4 under touch, then from 96 deduct 4, and the remainder is 92; then are $9\frac{2}{10}$ of silver to be paid for one of gold. If it is 96 touch, and is to be sold 8 above touch, then add 8 to 96, which are 104; then are $10\frac{4}{10}$ of silver to be paid for one gold.

Gold is bought by 10 tales weight; for upon that quantity they make their price on silver.

The following are some of the various sorts of gold to be bought at Canton:—

Twanghan.—This is bar gold, and is good $94\frac{1}{2}$ touch, but generally sold at 95 touch. The bottom or back of this bar, if good, is very rough.

Soangcatt is very smooth generally, but when true, is very rough, and has a large bumpy branch at the bottom; then you may depend upon 92 touch, otherwise not above 90.

Tungzee.—This is reckoned in shoes 96 touch.

Toozee, or Toujee, is good 92 touch, when it has a little rising at the bottom, like a twig with two branches.

Cheaujee is good 92 touch, and sometimes better. When good, it has a large bump at the bottom.

Seongpoa.—This gold is good 93½ touch. The face has little rough knobs in the middle; the back or bottom is pretty smooth.

Seong-yeukz, or Song-yeux, being a double chop, is good at 94, and sometimes 95 touch. It is made at Coe-Sue, near Pekin.

Pouzee, or Seongpo, being a double chop, is about 94 touch.

Chuzee.—This gold is generally in bars, and is good 94 touch.

Swarhzy, or Chauzee, is esteemed the best shoe, and has a bump at the bottom, being 93 touch, and sometimes more.

Ongee.—This is accounted 93, but is seldom above 90 or 91 touch.

Too-zee.—This gold is generally something better than 92 touch.

Cutzee is shoe gold, and called songcatt, song being the Chinese word for double, or a pair, and cutzee, the name of gold, which joined are vulgarly called songcatt; never more than 90 touch.

Cochin-China bars are 96 touch, with a chop on the inside, and called king's gold, or sowchew, and when scarce, 97 touch.

It has been found, by numerous experiments, that the gold in China of 93 touch is of the same fineness as English standard gold; if so, their sycee or pure gold is not equal to English 24 carats, and some deduction should be made. In the purchase of gold, if you have a friend resident at Canton, you should consult with him, and get him to touch it for you, as, however careful you may be, the Chinese will deceive you if they can.

Human Hair is frequently brought from China to Europe, to make ornamental head-dresses; and it is in general very dark coloured. The longer and finer it is, the better, and care should be taken that it is perfectly dry when packed.

Hurse Skins are the skins of a fish, with a hard rough coat, chiefly used in Europe to cover pocket-cases. They should be chosen large, well-dried, and free from holes.

Indian Ink, or China Ink, is an artificial preparation, in small quadrangular cakes, generally marked with Chinese characters, and sometimes handsomely painted; it is said to be prepared from lamp black, ox galls, and fish glue. It should be chosen to appear glossy; when broken, of a bright black, not brown, and dull; when wetted and rubbed on the nail, it should feel smooth, free from sand and other impurities, and have a perfumed agreeable smell. It should readily become diffused in water by

rubbing, and the blackness remain suspended, and not settle to the bottom, unless it stands a considerable time.

20 Cwt. of Indian ink are allowed to a ton.

Jet is a black bitumen, hard and compact, capable of taking a good polish; by friction it attracts light substances, like amber. It has no smell unless heated, when it acquires one similar to that of asphaltum. This article is produced in China and Ceylon. Its principal use is in making ornaments. It is not an article of trade to Europe.

Lake is a preparation made in China for painters' use. It is brought to Europe in pots, and has somewhat the appearance of raspberry jam, but very bitter to the taste. It should be chosen of a bright crimson colour, clean, and free from grittiness.

Lackered Ware.—The finest lackered ware comes from Japan, but it is very difficult to be procured; what we commonly see, is manufactured in China. It should be chosen without specks, and of a shining black, that you may see your face in; the figures in raised work, and well executed; the bottoms, sides, and corners sound, and the gold not to be easily rubbed off. Great attention is necessary in packing it, to prevent friction, as the smallest part being rubbed off, greatly lowers its value. 50 cubical feet are calculated to a ton.

Mats of various kinds are manufactured in China, and the following sorts are occasionally brought to England.

Rattan floor-mats.—The usual sizes are seven feet long by five feet broad, but the Chinese will make them to any dimensions. They should be chosen of a quite clean rattan, long jointed, having a good gloss, and free from black spots or mildew.

Rush floor-mats.—These are to be met with of various sizes and colours, some of them beautifully checkered, but the generality are of a rush colour. They should be chosen clean, of a bright colour, and not broken or tumbled; and care should be taken that they are quite dry when packed, otherwise they will get mouldy, and spoil.

Table-mats.—These are manufactured both plain and coloured, and always packed up six in a set, of three different sizes; the former, being made from rattans, are to be preferred. They should be chosen of a fine clear bright colour, and free from loose ends; those made of grey dark rattans should be rejected, being of little value. The coloured mats are occasionally brought; they should be chosen well and neatly made, having the ends of the border perfectly secure, of an even colour, and properly dried, otherwise they will mildew, and spoil.

Mother-o'Pearl Articles.—The Chinese manufacture beads of

various kinds, fish-counters, &c. from the mother-o'pearl shells, in a far superior manner to that of artists in Europe. Three sorts of beads are brought from China; one perfectly round, the second not quite round, and the other cut; they are tied up in bunches; each bunch ought to contain 100 strings, and each string 100 beads, but they are generally somewhat deficient in number. They should be chosen of an equal size, and of a beautiful pearly appearance. The fish-counters are cut of various shapes, round, oval, and oblong, and are put up to sale in sets, each containing 140 pieces. They are sometimes brought as an article of trade, but the demand is very limited.

Musk, (*Meshk*, Hind. and Pers.)—This very strong scented substance is found under the belly of an animal called by some a goat, by others a deer, and is brought from China in round thin bladders, generally about the size of a walnut, covered with short brown hairs well filled, and without any appearance of having been opened. The name of the animal in Thibet, from whence the musk is chiefly obtained, is Kustoora. The musk itself is a dry, light, friable substance, of a dark colour, with a purple tinge: its taste is somewhat bitter, and its smell too strong to be agreeable in any quantity. It is met with in grains, which feel unctuous, smooth, and soft, and are easily crumbled between the fingers. This drug should be chosen of a very strong scent, in the dry and sound natural bags of the animal, not in the factitious ones made of skins sewed together, which may be distinguished by the closeness and length of the hair on the latter kind of bags, these factitious ones having more and longer hair than the genuine, and that generally of a paler colour. A small quantity of musk macerated for a few days in rectified spirits of wine, imparts a deep colour, and a strong impregnation to the spirit. This tincture of itself discovers but little smell; but on dilution it manifests the full fragrance of the musk; a drop or two communicating to a quart of wine or watery liquors a rich musky scent. The quantity of liquor which may thus be flavoured by a certain known proportion of musk, appears to be the best criterion of the genuineness and goodness of this commodity.

Few drugs are more liable to sophistication than musk. It is adulterated on the spot with the animal's blood, which acquires so strong a scent after drying among the musk, that it may pass alone on the unsuspicious for real musk. This fraud may be discovered by the largeness of the lumps or clots, as the blood dries to a harder and firmer substance than the genuine musk. It is sometimes mixed with a dark coloured friable earth; this appears to the touch of a more crumbly texture, and harder as well as heavier than genuine musk; but this deception is best discovered by burning

a small quantity, in which case musk adulterated in this manner leaves a large and heavy remainder; the genuine, or even that mixed with blood, either evaporates, or leaves only a few white ashes. The best musk, when chewed, and rubbed with a knife on paper, looks bright, yellowish, smooth, and free from grittiness. That which appears to have been opened, or which feels very heavy and hard, should be rejected. 20 Cwt. are allowed to a ton.

Musk Seed are flat, kidney-shaped, striated seeds, about the size of a large pin's head, of a greyish or brownish colour on the outside, and white within, produced by a shrubby plant, a native of India and China. These seeds have a fragrant smell, approaching to that of musk, and a slight aromatic bitterish taste. Chuse such as appear new, plump, dry, and well-scented, rejecting those which are black and musty. 16 Cwt. of musk-seed are allowed to a ton.

Nankeens.—There are two kinds of nankeen cloth brought from China, the broad and the narrow; the former is what is commonly called the Company's nankeen, and is the sort best suited to the home consumption; the finer they are, the more they are esteemed: the narrow are comparatively of small value.

Onyx.—The onyx is so called from its likeness to the colour of the nail of a man's hand. It is seldom transparent, and generally consists of a mixture of black and white colours, which are quite distinct from each other. The horny colour is often marked with whitish veins or zones, somewhat resembling an eye. The kinds of onyx are distinguished either from the places where they are found, or from their different colours. The Arabian onyx is black with white zones, and a variety of other colours. When the white zone is carving, any figure is placed at the top, and the black serves for a ground; it is then called a cameo by the jewellers, as if it was a distinct gem; when it is white, it is called a chalcedony. Some are quite black, others are tinged with yellow, whitish, blueish, and horn colours, mixed in an agreeable manner. They have all zones or streaks, which distinguish one colour from another. The onyx is sometimes found of considerable size, and is much esteemed in some of the eastern countries, more particularly in China.

Opal.—This gem is commonly found in detached pieces, in an envelope of a different kind of stone, from the size of a pin's head to that of a walnut. Beautiful opals of this last size are extremely rare, so that it is difficult to find an opal sufficiently large and perfect to be completely possessed of all its beauties. This renders it difficult to determine its value: it is, however, considered that a beautiful oriental opal is worth

double the price of a sapphire of the same size. There are three principal species. The opal of Nonnius. This appears olive-coloured by reflection, but when held between the eye and the light, is found to be transparent, and of a beautiful ruby colour. The white opal has its ground of a white glass-like complexion, from whence green, yellow, blueish, and purple rays are thrown out; but when held against the light, appears of a reddish, or rather flame colour. The blueish and semi-transparent opal is less valuable than the others, on account of its being more easily imitated by art.

Opals are to be met with in several parts of India, and at Palembang on Sumatra; but great caution is requisite in purchasing, as the natives are very expert in imitating them.

Ostrich Feathers.—The feathers of the ostrich are divided into loose silky filaments. The long white plumes of the tail and wings have always been highly esteemed. The feathers most admired are those which are plucked from the animal while alive, and are known by this property, that the quill contains a moist substance, whilst those which are pulled after death, are dry, light, and liable to worms.

The short feathers are most esteemed for female dresses. Those from the Cape of Good Hope are not considered so good as those from Barbary; they are of a better colour, but not so perfect in the flue or feather, and run thin and ugly. The best are of a buffish tinge; the grey and coloured are used for dying. The stalks of the large feathers are heavy, and the edges of the feather broken and hairy; these are of little value, and should be rejected.

Paddy-Bird Feathers somewhat resemble those of the ostrich, but are much finer; they are of a cream colour, and should be chosen with their tops not broken, the sides or flue perfect, and the stem not bent; the larger they are, the more esteemed.

Quicksilver, (*Para*, Hind., *Parada*, San.), or mercury, is sometimes found in the earth in a fluid form, and is then called virgin mercury. The principal mines are in Hungary and Spain. A quantity is also produced at China, from whence it was formerly imported into Europe, but of late years it has been sent from Europe to China.

The best quicksilver is of a shining silver colour, very fluid, appearing to the eye like melted lead, or tin. The following are the best modes of ascertaining its goodness:—Put a little into a silver spoon over a gentle fire; if it is good, it will evaporate without leaving any impurity behind; but if bad and drossy, the spoon will remain black. When strained through a piece of leather, if good, it will leave no impurities behind, and be white,

running clear and beautiful. That which is of a livid colour, and does not readily separate into globules, or which has the appearance of a pellicle on its surface, from dust or greasiness, after being strained through leather, should be rejected.

20 Cwt. of quicksilver are allowed to a ton.

Rhubarb (*Revand Chini*, Hind.) is an oblong tapering root of the *Rheum Palmatum*, cultivated in China, likewise in the Russian dominions in Tartary: the latter is called Turkey rhubarb, because it formerly came to us from Turkey, but may more properly be called Russian or Tartarian rhubarb. That imported from China is in pieces of 4, 5, or 6 inches in length, and 3 or 4 in diameter at the top; it is of a smooth even surface, moderately heavy, but not hard; externally of a yellow colour, with an admixture of brown; internally variegated with lively reddish streaks, forming a marbled appearance when cut. The yellow is the ground colour, and the red is disposed in short irregular veins, much in the manner of nutmegs. The Chinese are very careful in their method of drying it. They take up the root only in winter, or early in the spring, before the leaves begin to appear; they cut it into such pieces as they think proper, and lay it on a table in a shady place, turning it once or twice a day for two or three days; after this they string the pieces on a cord, at a distance from each other, and hang them up in a shady place, that they may dry leisurely. It is by this management the rhubarb is rendered so firm and solid as we find it; for if it were hung up to dry at once in a warm airy place, it would become light and spongy. They say also, that if the root be taken up in the summer, it is not only light and of little value, but that it has nothing of the reddish marbling, which is one of the great characters of its goodness. Sometimes the root is cut down the middle, and afterwards divided into pieces of 4 or 5 inches in length, which appear flat, and dry better than the round. For some time past flat rhubarb has sold considerably better than round of the same goodness.

Rhubarb is not so often adulterated as damaged. To be good, it should be particularly dry and sound; if it be wet or rotten, it is worthless. By long keeping, it frequently grows mouldy and worm-eaten, and sometimes the worm-holes are filled with mixtures, and the outside of the damaged pieces coloured with the powder of fine rhubarb, or some cheaper materials. The marks of the goodness of rhubarb are, the liveliness of its colour when cut; its being firm and solid, but not flinty or hard; its being easily pulverable, and appearing, when powdered, of a fine bright yellow colour; its imparting to the spittle, on being chewed, a deep saffron tinge;

its not proving slimy or mucilaginous in the mouth. Its taste is sub-acrid, bitterish, and somewhat styptic, and its smell slightly aromatic. Those pieces which appear green or black, when broken through the middle, should be rejected. 8 Cwt. of rhubarb are allowed to a ton.

Sea-Weed.—Some species of sea-weed are much esteemed in China. The *fucus saccharinus* is of considerable breadth as well as length; when cleansed from sand, salt, and other impurities, and dried, it is used on several occasions; it is sometimes eaten boiled, and at other times raw, when it is scraped till it is white, and cut into small slips about the breadth of a nail, and 2 inches long. Some kinds of greenish and brownish sea-weed, which are naturally tough, are well washed, cleansed from sand and other impurities, then cut into small pieces, formed into little cakes, and eaten without any other preparation.

Shells.—The most beautiful shells we are acquainted with, come from the East Indies, China, and the Red Sea. Amboyna supplies the most beautiful specimens of the cabbage-shell, the ducal mantle, a great variety of beautiful muscles, wreathed shells, trumpet shells, and that called the Æthiopian crown in its greatest perfection. The dolia are also found there in great beauty. Many elegant snails and screw-shells are also brought from thence, and finally the serapion and spider shells. The Maldive and Philippine Islands, Bengal, and the Malabar Coast abound with the most elegant of all the species of snails, and furnish many other kinds of shells in great abundance and perfection. China abounds in the finest specimens of porcelain shells, and has also a great variety of beautiful snails. Japan furnishes the thicker and larger bivalves. The east coast of Africa is very rich in shells; here are found a great variety of the large procelains, many of them of great beauty, and all the species of nautilus, many of which are very beautiful. The Red Sea is, beyond all other parts of the world, abundant in shells; scarcely any kind is wanting there; but what we principally have from thence are the purpuræ, porcelain, and sea-eggs.

In collecting shells it is most advisable, whenever it can be done, to get those which have in them the living animals, because the shells are then obtained in their natural beauty, and the full glow of their colours; for when they have been much exposed to the sun, their colours fade, and they are liable to other accidents that injure them. To kill the fish, it is recommended to give them a quick dip in boiling water; and when they are cooled, to lay them in cold water till they are cleaned.

Shells are subject to several imperfections, some of which are natural, and others accidental; the natural defects are the effect of age, or sickness in the fish. The greatest mischief happens to shells by the fish dying in

them. The curious pretend to be always able to distinguish a shell taken up with the fish alive, from one found on the shores; they call the first a living, the second a dead shell; and say that the colours are always much fainter in the dead shells. When the shells have laid long dead on the shores, they are subject to many injuries, of which the being eaten by sea-worms is not the least; age renders the finest shells livid or dead in their colours. Besides the imperfections arising from age and sickness in the fish, shells are subject to other deformities, such as morbid cavities, or proturberances in parts where there should be none. When the shell is valuable, these faults may be hid, and much added to the beauty of the specimen, without at all injuring it as an object of natural history. A shell that has a smooth surface, and a natural dull polish, need only to be rubbed with the hand, or with a piece of chamois leather, with some fine rotton-stone, and it will become of a perfectly bright and fine polish.

Silks, wrought.—China wrought silks are of numerous sorts, cheap and good. In chusing them, care should be taken that they are received dry, or else they will mildew and spoil, as they are sold by weight, and are often damped to make them heavier. The fineness and price are generally agreed upon by muster. They should not have too much gum or congee in them, which increases their weight, and makes the silk lie close, whereby the fineness of it is not so well seen, and it always mildews them. A fine limber silk, clear of knots, knobs, and uneven threads, fine and glossy on the back, as well as on the right side, is the best. The pieces should be unrolled and measured, as they will sometimes want a yard or two in length, and be of two or three different colours.

The tonnage of different sorts of silks is calculated as follows:—

Taffaties of all sorts 38 covids long, equal to 15 yards, 2 covids, 2 punts broad, is equal to $\frac{7}{8}$ yard, of which 609 pieces make a ton. Of gorgoroons, paduasoys, poisees of all sorts, goshees, and bed damasks, 18 yards long, and 2 covids broad, equal to $\frac{3}{4}$ of a yard; of these 592 pieces make a ton.

Handkerchiefs 40 covids long and 2 broad, equal to $\frac{3}{4}$ of a yard; of these, 666 pieces make a ton.

Ditto, 44 ditto, equal to $17\frac{6}{10}$ yards, and 2 covids 2 punts broad, equal to $\frac{7}{8}$ of a yard; of these 454 pieces make a ton.

Silk, raw.—China may be said to be the country of silk, of which it seems to be an inexhaustible source. It furnishes large quantities to the neighbouring nations and to Europe, and also clothing for the greater part of the inhabitants; there are very few, except the lowest orders, but what are clad in silk garments.

The silk produced in China is of various qualities; the best is from

Nankin. What is usually imported, is of excellent staple, and answers many purposes for which Italian silks are used. In purchasing China raw-silk, considerable care is requisite in examining it, and the following should be particularly attended to.

The colour should be a beautiful pure white, not the cream-coloured white, and be free from any discoloured threads; the threads are rather uneven compared with the Italian silks. If it is rough to the touch, it is a bad sign, and it should be rejected. The Chinese often mix their silk with a good deal of ordinary in the middle of the skeins; so that great pains must be taken in the opening and examination, and regard must be had to the double bands they tie the bundles up with; these bands should not exceed a tale weight. Particular regard must be had that the silk is perfectly dry, otherwise there will be a considerable deficiency in weight, independent of its becoming discoloured and damaged on the voyage. The Chinese are apt to sell silk which has been previously kept in a damp place, with a view of increasing its weight. That which is gouty and uneven, or appears stiffened with gum, should be rejected.

Soy is prepared in China and Japan, from a particular species of *Dolichos*, or bean, in the following manner:—the beans are boiled till they become rather soft, to which an equal quantity of wheat or barley is added, and set in a warm place to ferment; the same quantity of salt is then put to the mixture, and three parts as much water added to it. After being properly mixed, it is left to stand, well covered, for two or three months; it is then pressed, and strained off, and kept in wooden vessels. Some places produce better soy than others, but exclusively of that, it grows better and clearer through age; its colour is invariably brown. Japan soy is esteemed superior to the Chinese, and is an article of trade from thence to Batavia. The Dutch, in order to preserve the best sort, and prevent its fermenting, boil it up, and afterwards draw it off into bottles, which are then well corked and sealed.

Soy should be chosen of a good flavour, not too salt or too sweet, of a good thick consistence, of a dark brown colour, and clear; when shaken in a glass, it should leave a coat on the surface, of a bright yellowish brown colour; if it does not, it is an inferior kind, and should be rejected.

252 gallons of soy are allowed to a ton.

Sugar-Candy is an article of trade from China to the British settlements, and should be chosen white, dry, clean, and transparent. It is generally packed up in tubs, each containing a pecul. The best is from Chinchew, and is as white and clear as crystal. Powder sugar is also an article of trade from China to India.

Tea.—The dried leaves of the tea-plant, which grows in China and Japan, are a commodity which about a hundred and fifty years ago was scarcely known as an article of trade; it is now in common use throughout the British dominions, and in most parts of Europe and America.

The Chinese all agree that there is but one sort or species of the tea-tree, and that the differences in tea arise from the mode of curing, and the difference of seasons when gathered. The tea-tree is an evergreen, and grows to the height of five or six feet; the leaves, when full grown, are about an inch and a half long, narrow, indented, and tapering to a point like those of the sweet briar, of a dark green colour, glossy, and of a firm texture, veined on the under side, flattish, and channelled above; the root is like that of a peach-tree, and its flowers resemble those of the white wild rose, and are followed by a pod about the size of a filbert, containing two or three grains of seed, which are wrinkled, and very unpleasant to the palate. The stem spreads into many irregular branches, inclining to an ash colour, but reddish towards the ends; the wood is hard, of a whitish green colour, and the bark is of a greenish colour, with a bitter, nauseous, and astringent taste. The leaves are not fit for being plucked till the shrub is three years old; in seven years it rises to about 6 feet; it is then cut down to the stem, and this produces a new crop of fresh shoots the following year, every one of which bears nearly as many leaves as a whole shrub. Sometimes the plants are not cut down till they are ten years old. The trees are not manured, but the ground is kept clean, and free from weeds. The tea is not always gathered by the single leaf, but often by sprigs, and in general by men, though women and children gather it. It is gathered from morning till night, when the dew is on the leaves as well as when it is off.

Teas are generally in parcels, denominated chops by the Chinese, consisting of from 100 to 1000 chests each, bearing the name of the grower, or place where grown; and they are, generally speaking, found to be of an equal quality throughout, although, from a variety of seasons, or some other cause, it is found fresher and better in one year than another.

Teas are divided into black and green. The former are again divided as follow:—

Black Teas.—I. Bohea, or Voo-yee, the name of the country; it is in the province of Fokien, and very hilly; not only the hills are planted with tea trees, but the vallies also: the former are reckoned to grow the best tea. On them grow Congou, Pekoe, and Souchong; in the vallies or flat parts of the country, Bohea. There are four or five gatherings of Bohea tea in a year, according to the demand there is for it, but three, or at most, four gatherings are reckoned proper; the others only hurt the next year's crop.

Of souchong there can be but one gathering, which is of the first and youngest leaves; all others make inferior tea.

The first gathering is called tow-tchune, and is from about the middle of April to the end of May, and the leaves are reckoned fat and oily. The second gathering is called eurl, or gee-tchune, and is from about the middle of June to the middle of July; these leaves are less fat or oily. The third gathering is called san-tchune, and is from the beginning of August to the end of September; these leaves are scarcely at all fat or oily, yet they look young.

The following is the method of curing Bohea:—

When the leaves are gathered, they are put into large flat baskets to dry, and these are put upon shelves or planks in the air or wind, or in the sun, if not too intense, from morning until noon, at which time the leaves begin to throw out a smell; then they are tatched. This is done by throwing each time about half a catty of leaves into the tatche, which is a flat pan of cast iron, and stirring them quick with the hand twice, the tatche being very hot; they are then taken out, and again put into the large flat baskets, and rubbed by men's hands to roll them, after which they are tatched in larger quantities, and over a slower fire, and then put into baskets over a charcoal fire, as it is practised on some occasions in Canton. When the tea is fired enough, which a person of skill directs, it is spread on a table, and picked or separated from the too large leaves, and those that are unrolled, yellow, broken, or bad.

Bohea tea is never imported by individuals; formerly it was about one-sixth of the whole of the Company's imports; but at present its quantity is less than half that proportion. Being a common tea, it is not so carefully examined as the better sorts. The best is of a small blackish leaf, and dusty, to the smell somewhat resembling burnt hay; of a rough and brackish taste, and it should be crisp. Reject those which are yellow, or though good in appearance, smell faint and disagreeable.

The chops or parcels of Bohea teas have no names or distinguishing characters.

II. Congou, or Cong-foo, great or much care, or trouble in the making, or gathering the leaves. This tea is tatched twice, though some say both it and Souchong are not tatched, but only fired two or three times: the latter is most probable, and yet the former may be true; for as tatching seems to give the green colour to the leaves, so we may observe something of that greenness in the leaves of Congou and Souchong teas. It is further stated that the leaves of Souchong, Congou, Hyson, and fine Singlo teas are beat with flat sticks or bamboos, after they have been withered by the sun or air,

and have acquired toughness enough to keep them from breaking, to force out of them a raw or harsh smell.

The trade in London make three sorts of Congou teas, *viz.* Congou, Campoi Congou, and Ankay Congou. The following are directions for chusing them:—

Congou is a superior kind of Bohea, larger leaf, and less dusty. It should be chosen of a fresh smell, the taste less strong than that of Bohea, to feel crisp, and be easily crumbled: those Congous which run broken and dirty, of a heated smell, and faint unpleasant taste, should be rejected. This tea does not yield so high a colour on infusion as Bohea; the leaves are sometimes of a greyish hue, and often black.

Campoi Congou is a superior kind of Congou, from which it varies very little in appearance, taste, or smell, except that it is fresher and of a cleaner flavour, more resembling Souchong.

Ankay Congou, so called from the country that produces it, about twenty-four days' journey from Canton, is the tea-tree from the Bohea country propagated at Ankay. When gathered, the leaves are put into flat baskets to dry, like the Bohea; they are then tatched, and afterwards rubbed with hands and feet to roll them, then put in the sun to dry. If this tea is intended for Europeans, it is packed in large baskets, and those are heated by a charcoal fire in a hot-house, as it is often practised in Canton. The worst sort of Ankay is not tatched, but Ankay Congou, as it is called, is cured with care; this sort is generally packed in small chests; there is also Ankay Pekoe, but the smell of all these teas is much inferior to those of the Bohea country; however, Ankay Congou of the first sort is generally dearer at Canton than Bohea. This tea is often mixed with the leaves of other trees, but there are only two or three trees whose leaves will answer the purpose; and they may be known when opened by hot water, as they are not indented as tea leaves are; otherwise, from the resemblance, it is difficult to distinguish them.

This tea is sometimes taken by the commanders and officers in exchange for such part of their investments as cannot be disposed of by a direct sale, and has at Canton a very high flavour; but it flies off in the course of the voyage. The leaf is small and wiry, of a burnt smell. Not being much esteemed in London, it should be rejected if it possibly can, and any other tea taken instead of it.

The following are a few of the numerous chops of Congou teas brought to the Canton market, with the number of chests usually contained in a chop, and a description of their quality, according to the technical terms of the trade.

Chests.		Chests.	
Wa Chunn....1139 middling, blackish leaf.		Hock Hung.... 500 mid. rather blackish leaf.	
Yock Chunn ..1167 ditto, ditto.		Heeh Ke...... 600 ditto, clean blackish leaf.	
Cheem Chunn..1206 ditto, ditto.		Ee Chunn ....1005 ditto, strong.	
Uu Chunn ....1194 but middling, largish leaf.		Yoon Chunn ..1009 ditto, blackish leaf.	
Quong Tay .. 600 ditto, small blackish leaf.		King Woe ....1004 ditto, largish leaf.	
Quong Fat....1000 ditto, rather blackish leaf.		Ka Kee ......1010 rather strong, blackish leaf.	
Quong Tack ..1000 ditto, small blackish leaf.		Quong Low....1000 flavour inclining to Pekoe.	
Ee Kee ......1000 but middling clean.		Eee Mow......1000 rather blackish leaf.	
Ee Hop ......1000 ditto, blackish leaf.		Eee Yeck...... 950 ditto, ditto.	
Eee Hing ....1000 but middling.		Kee Chunn .... 700 strong blackish leaf.	
Eee Mee ....1000 ditto.		Sing Kee...... 698 middling, blackish leaf.	

III. Souchong, or Se-ow-chong, small good thing, is made from the leaves of trees three years old, and where the soil is very good, of older leaves; when not so good, Congou is made. Of true Souchong tea very little is produced; the value of it on the spot is 1½ to 2 tales per catty. What is sold to Europeans for Souchong, is only the first sort of Congou; and the Congou they buy, is only the first sort of Bohea. Upon a hill planted with tea-trees, one only may produce leaves good enough to be called Souchong, and of these only the best and youngest are taken; the others make Congous of the several kinds, and Bohea.

The trade in London distinguish the following species of Souchong.

Souchong, or what is commonly called so. This tea should be chosen crisp and dry, of a pleasant fragrant smell, and as free from dust as possible. When tried in water, the more reddish brown leaves, the better, and the water of a lightish brown; it is sometimes of a high colour, and sometimes pale; but the tea, if good in other respects, should not be rejected, though the colour is not very high. Such as are broken, dusty, and foul, or that smell old and musty, should be avoided.

Caper Souchong.—This tea takes its name from being rolled up somewhat resembling a caper. The leaves of this should be chosen of a fine black gloss, heavy, of a fresh good smell, taste full flavoured and high. On being infused in water, it tinges it of a bright reddish brown colour. Reject that which is dusty and broken, and of a faint unpleasant smell. This tea is not imported by the Company, and only in small quantities by the commanders and officers.

Padre Souchong, or Pow-chong.—This is a very superior kind of Souchong, having a finer taste, smell, and flavour; the leaves are larger and of a yellowish hue, not so strongly twisted; it is packed in papers, each containing about a quarter of a pound. This tea is scarce, and difficult to be procured genuine; it costs a dollar per catty at Canton, and is seldom imported except as presents, as it is not considered to keep so well as the other

kinds of Souchong. That which is small and broken, and smells musty or disagreeable, should be rejected.

Pekoe, or Pé-how, white first leaf, is made from the leaves of trees three years old, and from the tenderest of them, gathered just after they have been in bloom, when the small leaves that grow between the two first that have appeared, and which altogether make a sprig, are downy and white, and resemble young hair, or down. This tea is esteemed superior to Souchong. The quantity imported into England is inconsiderable. This tea should be chosen with small white leaves, or flowers at the ends of the leaves; the more flower it has, the more it is esteemed. It has a peculiar flavour, and a smell somewhat resembling new hay; it greatly improves Souchong on being mixed with it: that which is old, small, broken, and with little flavour, should be rejected.

The following are a few of the chops of Souchong teas brought to the Canton market, with the number of chests usually contained in a chop, and a description of their quality, according to the technical terms of the trade.

	Chests.		*Chests.*
Wapoo Lan Hung	310 middling.	Woe Kee	454 middling.
Chu Kee	210 but middling.	Mien Kee	553 ditto.
Quong Tay	300 ditto.	Ly Kee	400 good middling.
Ying Tay	220 good middling.	Quong Woe	300 middling.
Lap Tay	288 fresh and good.	Chie Kee	204 good middling.
Chunn Fue	352 middling.	Une Mee	202 ditto.
Ee Kee	405 ditto.	Preequa Woeka	370 but middling.

Green Teas are cured in the following manner. When the leaves are gathered, they are directly tatched, and then very much rubbed by men's hands to roll them, after which they are spread to divide them, for the leaves in rolling are apt to stick together; they are then tatched very dry, and afterwards spread on tables to be picked: this is done by girls or women, who, according to their skill, can pick from one to four catties each day. Then they are tatched again, and afterwards tossed in flat baskets, to clear them from dust; they are then again spread upon tables, and picked, and then tatched for a fourth time, and laid in parcels, which parcels are again tatched by ten catties at a time, and when done, put hot into baskets for the purpose, where they are kept till it suits the owner to pack them in chests or tubs; before which the tea is again tatched, and then put hot into the chests or tubs, and pressed into them by the hand. When the tea is hot, it does not break, which it is apt to do when it is cold. Singlo tea being more dusty than Hyson tea, is twice tossed in baskets; Hyson only once. It appears that it is necessary to tatch these teas whenever they

contract any moisture; so that if the seller is obliged to keep his tea any time, especially in damp weather, he must tatch it, to give it a crispness, before he can sell it.

It is a common opinion that the verdure on green teas is occasioned by their being dried on copper; but it does not appear, from experiments which have been made, that there is any foundation for it.

The trade in London divide green teas into the following sorts:—

Singlo.—There are two gatherings of Singlo tea, the first in April and May, the second in June; each gathering is divided into three or more sorts. The leaves of the first are large, fine, flat, and clean; of this sort there may be collected from a pecul, from 40 to 55 catties, usually 45; the second sort is picked next, and what then remains, is the third or worst sort.

Singlo tea is seldom imported by individuals. It is of a flattish leaf. It should be chosen of a fresh strong flavour; it is of a light green colour when chewed, and on infusion, should yield a pale amber colour, and none of the leaves turn brown or dark coloured; it should feel crisp and brittle. That which is yellow, of a large loose leaf, and dusty, should be rejected.

Twankay, or Tunkey, is a superior kind of Singlo. It grows near the Hyson country, and is oftener tatched and picked than the common Singlo. Twankay, like other Singlo tea, is made into two or three sorts; the best is sometimes sold for Hyson of an inferior growth. It should be chosen with the leaves well twisted or curled; it ought also to have a burnt smell, not too strong, but pleasant, and on infusion, yield a paler colour than Singlo. That which is yellow, and the smell inclining to that of sulphur, should be rejected.

This tea is only imported by the Company, and there are no particular chops of a superior kind.

Hyson Skin, or Bloom Tea, has its name from being compared to the skin or peel of the Hyson tea, a sort of cover to it, consequently not so good. It consists of the largest, unhandsome, bad coloured, and uncurled leaves that are picked out from the Hyson tea.

Hyson Skin is a superior kind of green tea, of a round, knobby, brightish leaf; but great part of what is imported, is of an inferior quality, of a yellowish open leaf, somewhat resembling Singlo, and in consequence varies greatly in price. It should be chosen of a fresh smell, on infusion yield a pale yellowish green colour, and of a delicate taste, though somewhat of a burnt flavour: the more it approaches to Hyson, the more it is esteemed.

Superior Hyson Skin.—This is a distinction made in the tea-trade, to divide the common Hyson Skin and the Hyson. This is said to be Hyson tea a year or more old, which, after undergoing the process of tatching repeatedly, is brought to market a second time; its appearance is much darker than Hyson, with less bloom on it. Its smell is somewhat musty, and the taste has more of that brassy flavour peculiar to green teas, without any of the delicate aromatic taste of good Hyson; on infusion, the water is darker coloured, and with less fragrance than Hyson.

Hyson, or He-tchune, the name of the first crop of this tea. There are two gatherings of it, and each gathering is distinguished into two or more sorts; but as great care is taken in gathering it, 60 catties may be chosen from a pecul of it, when only 45 catties can be chosen from Singlo.

Hyson tea should be chosen of a full sized grain, of a fine blooming appearance, very dry, and so crisp, that with a slight pressure it will crumble to dust: when infused in water, the leaf should open clear and smooth, without being broken, or appearing shrivelled, (which is one of the indications of old tea). It should give the water a light green tinge; the water should also have an aromatic smell, with a strong pungent taste. Those leaves which appear of a dead yellowish green, or give the water a similar tinge, or rather a brownish hue, should be rejected; likewise that which appears highly glazed, which occasions it to yield a darker colour to water.

Gunpowder is a superior kind of Hyson. This tea should be chosen round, resembling small shot, with a beautiful bloom upon it, which will not bear the breath; it should appear of a greenish hue, with a fragrant pungent taste. The chest of gunpowder, which is of the same dimensions as that of Hyson, should weigh from 75 to 80 catties; and the heavier it weighs, the better the tea is considered. Gunpowder tea is sometimes adulterated; an inferior kind of tea is dyed and glazed, to bear the appearance of the finest tea, but which, on infusion, is very inferior in every respect. This should be carefully avoided, likewise that of which the leaf is open and loose, the face of a darker hue or bloom, and that has a brassy unpleasant taste.

Chulan Hyson is a peculiar kind of Hyson-leaf, having the berries of a small plant, called by the Chinese Chulan, mixed with it, which gives it the cowslip flavour, on which account it is sometimes called cowslip tea. It should be chosen of a yellowish leaf, a fragrant and perfumed smell, and when infused in water, of a strong cowslip flavour. This tea is seldom imported but as presents.

Ball Tea is so called from the form into which it is made, being round

and nearly the size of a nutmeg, composed of the leaves of black tea, generally of the best kind, gummed together. It is sometimes brought to England as presents.

Brush Tea—so called from the leaves being twisted into small cords, like packthread, about 1½ to 2 inches long; usually three of these are tied together at the ends by different coloured silks. These are made both of green and black tea, and, like the former, only imported as presents.

There are many different growths of Singlo and Hyson teas, and also some difference in the manner of curing them, according to the skill or fancy of the curer. This occasions difference of quality in the teas, as does also a good or bad season; a rainy season, for instance, makes the leaves yellow, and a cold season nips the trees, and makes the leaves poor. The Chinese at Canton also sell all sorts of old teas for new, after they have prepared them for that purpose, either by tatching or firing, and mixing them with new teas; but these deceits may, upon strict inspection, be discovered; but where the advice of a person resident at Canton can be obtained, it is preferable to depending on your own judgment. The taste in England should be the guide; as teas, which may please the sight and palate at Canton, may, in the course of the voyage, lose their flavour, and be comparatively of little value.

The following are a few of the chops of Hyson teas brought to the Canton market, with the number of chests usually contained in a chop, and a description of their quality, according to the technical terms of the trade:—

	Chests.			*Chests.*	
Tien Hung	104	best in market.	Cowlong	170	middling and better.
Hung Hung	100	mid. and good mid.	Mun Kee	140	ditto.
Hung Hee	140	middling.	Khee Kee	110	ditto.
Wun Hee	151	ditto.	Hiong Chee	265	good middling.
Cow Mow	168	middling and better.	Wo Hung	134	middling.

The surface of a chest of tea often carries a superior appearance to the middle or bottom; it is therefore necessary to have some of them turned out. In the Company's teas about five in every 100 of the black teas are turned out, but in greens not so many, as the exposure to the air injures the appearance of the teas. Of teas purchased from the merchants who do not belong to the Hong, it is necessary to be very particular in examining them, as they are often falsely packed.

The following are the tares and allowances on teas at the East India Company's sales:—

When goods are received into the Private Trade warehouses, they are brought to sale with all possible dispatch. In these warehouses an even beam is never admitted; but in such cases a one pound weight is always added to the tare; and on all packages taring 28 lbs. or upwards, one pound super-tare is allowed.

Upon packages weighing 28 lbs. gross, a two ounce weight is placed in the scale, by way of giving a turn in favour of the trade. One pound is also allowed for draught on goods of the above weight, and in case of an even beam, one pound is deducted; this pound is also allowed by the Excise, and also the two ounce weight, which the Excise allow on tea only.

In taring goods, the scale in which the weights are placed, is allowed to preponderate. On quarter chests, if on averaging those tared, they turn out even pounds, no further allowance is made, unless the chest weighs gross 84 lbs. or upwards, in which case one pound is allowed for super-tare on each package; but if there be a fraction, the fraction wanting is only allowed. Thus if the average tare be 22 lbs., the allowance is 23 lbs., and it is the same, *viz.* 23 lbs., if the average tare be 22¾ lbs. On half chests, if on averaging those tared, they turn out even pounds, a pound is allowed for super-tare on each package; and if there be a fraction, it is reckoned a pound, as before: thus if the average tare be 36 lbs., the allowance is 37 lbs., and if 36¼ lbs. the allowance is 38 lbs.

On whole chests, if on averaging those tared, they turn out even pounds, 2 lbs. are allowed on each package for super-tare; but if there be a fraction, 1 lb. and the fraction wanting are allowed. Thus if the average tare be 66 lbs., the allowance is 68 lbs., and it is the same if the average tare be 66¾ lbs.

The foregoing allowances on tea are also made by the Excise, under which revenue, tea is now exclusively placed.

Teas are generally allotted and arranged for sale by the East India Company, according to the Chinese chops, which indicate them to be of one growth: all the Hyson teas in one mark or chop being classed in the same bed or parcel, which thus become almost synonymous terms: they are then subdivided into lots of a certain number of chests, because it is found that the tea in each chop is always exactly the same kind, although it may happen to be rather fresher and better in one year than in another. The number of chests in a lot are usually

Bohea	3 chests.
Congou	5 ditto.
Souchong	4 ditto.
Singlo	6 ditto.
Twankay	6 chests.
Hyson Skin	6 ditto.
Hyson	6 ditto.
Gunpowder	2 or 3 ditto.

The following are the brokers' marks on teas, and their explanation :—

M	Musty and mouldy.
m	Musty.
/ᶜ	Barely sweet.
/	Ordinary.
/.	Middling.
//.	Good middling.
Γ	Good.
⊢	Very good.
+	Fine.
P	Plundered.
D	Damage taken off.
T	Tared chests.

OVER ANY MARK.

q	Better face than the common run of the sort.
h	Heated.
b	Blooms.
L	Large Leaf.
sm	Small Leaf.
SL	Singlo Leaf.
f	Flaggy.
w	Woody.
os	Odd smell.
d	Dusty.
bt	Little burnt.
hb	High burnt.
smo	Smokey.
a	Signifies half a degree better.
sh	Shippy.

The brokers' charge on managing Private Trade teas at the sale is generally half per cent.

The quantities and prices of tea sold by the East India Company in 1822, and 1823, were as follows :—

	1822.				1823.			
	Quant. Sold.	Aver. Price.			Quant. Sold.	Aver. Price.		
	lbs.	£	*s.*	*d.*	lbs.	£	*s.*	*d.*
Bohea	2419031	0	2	5½	1904435	0	2	4¾
Congou	18569269	0	2	8	18681884	0	2	7¾
Campoi	196729	0	3	8¼	408769	0	3	6
Souchong	1405050	0	3	1½	1285230	0	3	6½
Pekoe	44757	0	5	3	46005	0	5	3¾
Twankay	4161146	0	3	4	4158355	0	3	5
Hyson Skin	221693	0	3	3¼	319425	0	3	4½
Hyson	832834	0	4	3½	916846	0	4	4

TURMERIC.—A small root, of the *Curcuma Longa* (*Haldi*, Hind. *Haridari*, San.) of an oblong form, usually met with in pieces of from half an inch, to an inch or two in length, and about an inch in circumference. Its surface is uneven and knotty, and the longer pieces are seldom straight. It is not easily cut through with a knife; heavy, hard to break, and of a glossy smooth surface when it is cut through. Its external colour is a whitish pale grey, with a faint yellowish tinge; internally, when broken, it is a fine bright, pale, unmixed yellow, when the root is fresh; by keeping, it becomes reddish, and at length is much like saffron in the cake. It speedily gives a fine yellow tinge to water, and the same colour to the spittle when chewed. It is easily powdered in the mortar; and according to its age, makes either a yellow, an orange coloured, or a reddish powder. It has a kind of aromatic ginger-like smell, and a warm, bitterish, disagreeable taste. Turmeric should be fresh, thick, heavy,and hard to be broken. This root is produced in China and Bengal; but the former is most valuable. Casks or cases are preferable to bags for packing, as the least damp depreciates its value. The ton, for freight, is 16 Cwt.

Turquoise, commonly called Turkey stone, is hard, opaque, and of a beautiful pale blue colour; it is of two kinds, the oriental and the occidental: they are found in the East Indies, Persia, and Germany. In Persia it adheres to blackish stones, and is very common, but it seldom exceeds the size of a hazel-nut. Those of the East Indies differ in their colour; for such as are said to be of the old rock, always preserve the same colour; but those of the new rock are greener. This stone is in so much esteem amongst the Turks, that those of the superior ranks are seldom without one. It is generally valued in proportion to the brightness of the colour. Those that are of the size of a hazel-nut, are of a fine sky blue without any blackish veins, but the lesser sort are not so good; those that have blackish veins, or are inclinable to greenish, or to the colour of milk, are of little value.

Tutenague is a white metallic compound, somewhat like tin; the best is hard, compact, and heavy, very sonorous when struck, and pure and brilliant when broken. It is an article of considerable trade from China to various parts of India, in manufactured articles, and in blocks. Tutenague should be chosen of a blueish white colour, considerably brighter than the best lead, of a close grain, and free from dross and impurities.

20 Cwt. of tutenague are reckoned to a ton.

Varnish is prepared from a tree that grows plentifully in Japan and China. It is procured by wounding the stems of the trees when three years old. When first taken, it is of a lightish colour, and of the consistence of cream, but grows thicker and blacker on being exposed to the air. It is of

so transparent a nature, that when it is laid pure and unmixed upon boxes, and other pieces of furniture, every vein may be clearly seen. For the most part a dark ground is spread underneath; it hardens to a transparency, will not endure any blows, but flies and cracks almost like glass, though it will stand boiling water without receiving any damage. It is an article of trade with the Chinese, but is not imported into Europe.

Vermilion is prepared from Cinnabar, and is imported from China in the form of powder, which should be chosen of a deep cochineal red, approaching to the greyish hue on steel, and leaving a most beautiful red on white paper. Reject that which is of a yellowish red, mixed with sandy matter, or otherwise impure. 20 Cwt. are allowed to a ton.

Ultramarine is prepared from Lapis Lazuli, by a very peculiar process; when genuine, it is an extremely bright blue colour, somewhat transparent both in and out of water. Ultramarine should be chosen of the most beautiful blue, well-ground, and not gritty. To ascertain if it be genuine, heat a little of it red hot on an iron; if its colour be not changed, it is good; if it be adulterated, there will be dark-coloured spots in it. Its principal use is in painting. It is imported from China occasionally.

Unicorns' Horns.—What is commonly called the unicorn's horn is the horn of the narvaul, or sea unicorn. They are from 5 to 7 feet long, some more; very sharp pointed, running taper all along, twisted or wreathed, of the colour of ivory, but of a much closer and finer grain, and very white within. The larger and whiter they are, the more they are esteemed.

Wanghees, sometimes called Japan canes, should be chosen pliable, tough, round, and taper, the knots at a regular distance from each other, and the nearer the knots are to each other, the more they are esteemed; those with crooked heads, if straight and regularly tapered, are always in request. Such as are dark coloured, badly glazed, and light, should be rejected. 6000 wanghees are allowed to a ton.

The ports to the N. E. of Canton which have been visited at any period by Europeans, are Amoy, Chinchew, the Chusan Islands, Ningpo or Liampo, and Nankin.

AMOY.—This harbour is in latitude about 24° 30′ N., and is formed between the Island of Amoy and the main. It is very safe, being sheltered from all winds. It was formerly frequented by Europeans; but an edict of the Emperor having restricted all foreigners to the port of Canton, it has not been frequented by them since that period.

In 1676 a ship was dispatched from England to Amoy, with a view of establishing a factory there, in which they succeeded; but the trade was

obstructed by the civil wars which then raged in China. In 1680 the Tartars drove the Chinese from Amoy, and destroyed the Company's factory, their servants escaping to Tonquin and Bantam. In 1684 the Tartar General permitted the factory to be re-established. In the following year the Company's Residents there observed that, "having had five months' experience of the nature and quality of these people, they can characterize them no otherwise than as devils in men's shapes;" and they stated, "that to remain exposed to the rapaciousness of the avaricious Governors, was considered as more detrimental than the trade would be beneficial." The factory was, however, continued, till the Emperor's edict for confining the trade to Canton, compelled them to withdraw.

CHINCHEW is in latitude about 24° 54′ N., and longitude 118° 40′ E. The harbour and town are situated at the bottom of the bay on the western side. The harbour is covered from the bay by a point of land, having on it a large square pagoda. Within this point may be seen the numerous masts of the junks frequenting the port, which is a place of considerable trade. Here is manufactured the best sugar-candy in China.

CHUSAN.—This harbour is in latitude about 30° 26′ N., and longitude 121° 41′ E.; it stands near the S. W. end of the island of Chusan, which is about nine leagues long, and five broad, and gives its name to an extensive Archipelago; it is about three leagues from the main land. The harbour is very safe and convenient, where large ships may ride within a cable's length of the shore. The town is about three quarters of a mile from the shore, surrounded with a fine stone wall, about three miles in circumference, mounted with 22 square bastions, placed at irregular distances, having four great gates, on which are planted a few old iron guns. The houses are but meanly built. Here the Governor of the island resides, and about 4000 inhabitants, mostly soldiers and fishermen.

In 1700 the English first visited Chusan, and were received in a frendly manner by the Governor; but they experienced great difficulty in obtaining permission to land goods, or to trade; and in the following year an order arrived from the Emperor to quit the port, which they were compelled to do, by which the Company experienced a very severe loss.

NINGPO, or Liampo River, is nine leagues to the westward of Chusan. Here the English once had a factory; but the oppressions their trade was subject to, compelled them to abandon it.

NANKIN is situated on the river Kiang, in latitude about 32° 5′ N., and longitude 119° E.; it is a place of very great trade, being one of the largest cities in the Chinese empire. The river is about a mile wide at the

city, and is navigable for vessels of considerable burthen. The articles manufactured here, are in general very superior to those of the other parts of the empire, particularly China-ware, and various kinds of silk-goods, the raw silk being of the best kind.

SECTION XXIX.

JAPAN.

OPPOSITE the coast of China are many islands running in a N. E. direction towards the Japanese Archipelago, the principal of which are Formosa, and two groups of small islands, the Patchow and the Lieu-chew Islands.

FORMOSA.—This island, called also Ty-o-van and Pa-kan, is about 70 leagues in length, extending nearly N. N. E. and S. S. W. The S. part has on it a high double-peaked mountain, discernible at 20 leagues' distance in clear weather; from this the land slopes down, terminating in a low projecting point, called the South Cape, or S. E. point of Formosa. This point is situated in latitude 21° 54′ N., and longitude 121° 5′ E. About 25 leagues to the N. W. is the harbour, where the Dutch had formerly a settlement and fort, from which they were expelled by the Chinese.

Europeans are not allowed intercourse with this island. Some particulars of its internal character have been lately obtained from a native at Batavia.

The capital of the island is Seng Tyan-hu, where the Dutch fort Zelandia stood; this place and Lo-kang are frequented by Chinese shipping. Seng Tyan-hu is a large town, and well fortified. Besides the Chinese population of the island, there are tribes of aborigines distinct from each other; some of whom are in an uncivilized state, and in constant hostility with the Chinese. The soil of the island is described as fertile; the principal agricultural product is rice; the next, sugar, which is generally of a coarse quality. The tea plant is cultivated on the hills; it is of the green sort, and chiefly exported to China. The greatest river of the island is the Howdg-he; it passes by the fort of Chu-lo-kwan,

about two days' journey from Seng Tyan-hu. The revenue arises from the customs and a land-tax; both are very moderate. A Pekin Gazette of 1819 declares the office of Governor of Formosa to be extremely difficult, because it produces sulphur, an ingredient of gunpowder, and because the people are quarrelsome.

Trade.—The commerce of the island is confined to China. The rice and sugar of Ty-o-van are exchanged for teas, silks, &c.; and the number of junks employed is about 100 monthly. The Ty-o-vanese wishing to engage in the trade with Siam, Cochin-China, the islands, and Japan, must carry it on from the opposite harbour of Amoy.

PATCHOW, or EIGHT ISLANDS.—These are the westernmost of the two groups, being nearest to Formosa. The southernmost is in latitude 24° 6′ N., and longitude 123° 52′ E. The E. extremity is formed by Ty-pin-san, a large island, having on its N. side an extensive reef, in latitude 25° 6′ N., and longitude 125° 11′ E. These islands are tributary to the Great Lieu-chew.

LIEU-CHEW ISLANDS.—This group extends in a N. N. E. and S. S. W. direction. The S. end of the largest island is in latitude 26° 3′ N., and longitude 128° 18′ E. It is of considerable size, and well-inhabited; and there are a number of junks which carry on a trade with Amoy and with Japan.

The Lieu-chew Islands are subject to Japan, to which they pay an annual tribute. The inhabitants, however, are treated in their trade like the Chinese frequenting Japan, and are compelled to trade only at Satzuma, and not to frequent any other port. The import and sale of their goods are also limited to a yearly sum of 125,000 tales, beyond which nothing should be sold; they, however, dispose of goods to a much larger extent, through the connivance of the Japonese directors of their trade. The goods imported by them into Japan, are silk and other stuffs, and various Chinese commodities brought in their own junks from China, some rice and other grain, pearl shells, and cowries.

The visit of the British vessels, which carried out Lord Amherst and his suite to China in the year 1817, to these islands, made us better acquainted with the manners of the inhabitants, but imparted few particulars of commercial intelligence.

JAPAN.—The empire of Japan consists of three large, and many small islands. The names of the former are Niphon, Ximo, and Xicoco. There are five chief maritime or trading towns in the empire—Meaco, Jeddo, Osacca, Sakai, and Nangasacki: the four first are upon the great island Niphon, and the other on the S. W. extremity of the island Ximo.

NANGASACKI, the sole port in the empire into which the Dutch, the only European nation suffered to trade with Japan, are admitted, is situated near the S. W. extreme of the island Ximo, in latitude about 32° 48′ N., and longitude 130° 12′ E. The harbour is about three miles long, and one broad; it extends N. and S., and has a muddy bottom, where ships lay in five or six fathoms, within gun-shot of the factory and the town of Nangasacki, at the head of the harbour.

The island of Dezima is let by the inhabitants to the Dutch Company, and is considered merely as a street belonging to the town: the inhabitants therefore build all the dwelling-houses, and keep them in repair. The island is joined to the town and main land, and at low water is separated from it only by a ditch; at high water it becomes an island, which has a communication with the town by means of a bridge. At the entrance from the bridge there is a large stone pillar, upon which hang on several tables the Emperor's edicts for the regulation of the Dutch trade. The size of this island is very inconsiderable, it being about 600 feet in length, and 120 in breadth: it is planked in on all sides, and has two gates, the one towards the town near the bridge, and the other towards the water-side. The latter gate is opened on such days only as the Dutch ships are discharging or taking in their cargoes; the other is always guarded in the daytime by the Japanese, and locked at night. Near it also is a guard-house, where those that go in and out of the town are searched. Lengthways upon this island are built, in form of a small town, the Dutch Company's several storehouses, their hospital, and separate houses for their servants, two stories high, of which the upper part is inhabited, and the lower used as store and lumber rooms. Between these houses run two streets, which are intersected in the middle by another. Excepting the Dutch large and fire-proof storehouses, the houses are all built of wood and clay, covered with tiles, and having paper windows and floor-mats of straw. By the sea-gate is kept in readiness every kind of apparatus for the prevention of fire, and at the other end are a pleasure and kitchen garden, and a large summer-house. For the purpose of keeping a vigilant eye over the Dutch, several Japanese officers, interpreters, and guards are kept on the island. There are watch-houses built in three corners of it, in which watch is kept during the time that the ships lie in the harbour. The interpreters have a large house on the island, called their College; there is also another house for the Ottonas, or reporting officers, whose business it is to take notice of every occurrence that arises on the island, and to inform the Governor of Nangasacki of it. Within this small compass the Dutch are compelled to pass their time during their stay in Japan.

The town of Nangasacki is situated at the head of the harbour, and is destitute of walls or fortifications. The streets are neither straight nor wide. Three small rivulets run through the town, which is divided into the inner and outer town, the former of which contains 26, and the latter 61 streets, in none of which strangers are suffered to dwell; they have particular suburbs allowed to them, where they are narrowly watched. The houses are low and mean, though well inhabited, containing merchants and artificers.

TRADE.—The only people allowed to trade at Japan are the Chinese and the Dutch.

Chinese Commerce.—The Chinese have almost from time immemorial traded to Japan, and are the only people in Asia who have engaged in the trade, or are allowed to visit the empire. Formerly they proceeded to Osacca harbour, although it is very dangerous, on account of rocks and shoals. The Portuguese shewed them the way to Nangasacki. At first the annual number of their vessels amounted to upwards of one hundred. The liberty which they then enjoyed, is at present greatly contracted, since they have been suspected by the Japanese of favouring the Catholic missionaries at China, and have made attempts to introduce into Japan Catholic books printed in China. They are therefore as much suspected and as hardly used as the Dutch. They are also shut up in a small island, and strictly searched whenever they go in or come out.

When a vessel arrives from China, all the crew are brought on shore, and all charge of the vessel is taken from them till such time as every thing is ready for their departure; consequently, the Japanese unload it entirely, and afterwards bring the vessel on shore, where at low water it lies quite dry. The next year it is loaded with other goods.

The Chinese are not suffered to go to the Imperial Court, which saves them considerable sums in presents and expences. They are allowed to trade for twice as large a sum as that granted to the Dutch; but as their voyages are neither so long nor so dangerous, they are obliged to contribute more largely to the town of Nangasacki, and therefore pay more, as far even as 60 per cent. fannagin, or flower money.

Their merchandise is sold at three different times in the year, and is brought in 70 junks. The first fair takes place in the spring, for the cargoes of 20 vessels; the second in the summer, for the cargoes of 30 vessels; and the third in autumn, for the cargoes of the remaining 20. Should any more vessels arrive within the year, they are obliged to return without being allowed to unload the least article. Although their voyages are less expensive than the Dutch, and they are not under the

necessity of sending an ambassador to the Emperor, nor is any director put over their commerce, but interpreters, a guard, and supervisors are appointed to them, the same as the Dutch; yet, on account of the greater value per cent. deducted from their merchandise, their profits are less than those of the Dutch: and as they are no longer allowed to carry away any specie, they are obliged to purchase Japanese commodities for exportation, such as copper, lackered ware, &c. many of which are produced in their own country.

When their vessels are loaded, and ready for sailing, they are conducted by a number of Japanese guard-ships, not only out of the harbour, but likewise a great way out to sea, in order to prevent their disposing to the smugglers of any of the unsold wares they may have been obliged to carry back.

A considerable part of the Chinese commerce is carried on with Siam, Cambodia, and Cochin-China.

Dr. Ainslie, who visited the port of Nangasacki in 1814, on a mission from the English Government of Java, states, that the Chinese trade is limited to 10 junks annually, which are fitted out from the province of Nankin, bringing principally sugar, with other trifling articles, and a large quantity of English woollens. In return 1000 peculs of bar copper are allotted to each junk; the remainder of the cargo consists of lackered ware, dried fish, whale oil, &c. He adds, that the Chinese are treated in Japan with great indignity; and that their intercourse is tolerated chiefly on account of certain drugs which are produced in China, and to which the Japanese are attached.

Dutch Commerce.—The imports from Batavia consist of borax, camphire Baroos, cinnamon, cloves, coffee, elephants' teeth, glass-ware, iron bars, lead, looking-glasses, mace, musk, nutmegs, pepper, quicksilver, rattans, raw silk, saffron, sapan wood, soft sugar, sugar candy, tin, tortoiseshell, unicorns' horns, and various kinds of Indian piece-goods, both of cotton and silk manufacture.

The exports are chiefly copper, camphire, silks, lackered ware, and a few trifling articles; but Dr. Ainslie states that they might be extended to a long list of teas, bees' wax, pitch, gamboge, assafœtida, cinnabar, iron, linseed oil, &c. He further states, that the Dutch have greatly misrepresented the character of the people, and the difficulties encountered in trading with Japan. He considers the Japanese to be entirely free from any prejudices which would interfere with a free and unrestricted intercourse with Europeans; they are remarkable for frankness of manner and intelligent enquiry.

It may not be superfluous to insert an account of the mode in which the Dutch conduct their commerce with Japan, as given by the accurate Thunberg, who visited Japan in 1775:—

"On anchoring at the entrance of the harbour, all the prayer-books and Bibles belonging to the sailors were collected, and put into a chest, which was nailed down. This chest was afterwards left under the care of the Japanese, till the time of our departure, when every one received his book again. This is done with a view to prevent the introduction of Christian or Roman Catholic books into the country.

"A muster-roll of the ship's company, consisting of about 110 men and 34 slaves, was made out, mentioning the age of every individual, which roll was given to the Japanese. The birth-place of each individual was not marked in the list, as they were all supposed to be Dutchmen, although many of them were Swedes, Danes, Germans, Portuguese, and Spaniards. According to this muster-roll, the whole ship's company is mustered immediately on the arrival of the Japanese, and afterwards every morning and evening of such days as the ship is either discharging or taking in her cargo, and when there is any intercourse between the ship and the factory. By these precautions the Japanese are assured that no one can either get away without their knowledge, or remain in the factory without their leave.

"As soon as we had anchored in the harbour, and saluted the town of Nangasacki, there came immediately on board two Japanese superior officers (banjoses) and some subaltern officers, as also the interpreters and their attendants. The business of these banjoses was, during the whole time of our ship's lying in the road, to take care that all the wares, and the people that went on shore, or came on board, were strictly searched; to receive orders from the Governor of the town; to sign all passports and papers which accompanied the merchandise, people, &c.

"After having several times fired our cannon, in saluting the Imperial guards, and on the arrival and departure of the Dutch principal officers, we were obliged to commit to the care of the Japanese the remainder of our powder, as also our ball, our weapons, and the above-mentioned chest full of books. For this purpose were delivered in a certain quantity of powder, six barrels full of ball, six muskets, and six bayonets, which we made them believe were all the ammunition we had remaining. All these articles are put into a storehouse till the ship leaves the road, when they are faithfully restored by the Japanese. They have of late years had the sense to leave the rudders of our ships untouched, and the sails and cannon on board. They were likewise weary of the trouble with which the fetching them back was attended, and which was by no means inconsiderable.

" The Japanese having thus, as they suppose, entirely disarmed us, the next thing they take in hand is to muster the men, which is done every day on board, both morning and evening, when the vessel is discharging or taking in her lading. Each time the number of men that are gone on shore, is set down very accurately, as well as the number of the sick, and the number of those that remain on board.

" On all those days, when any thing is carried on board, or taken out of the ship, the banjoses, the interpreters, clerks, and searchers are on board till the evening, when they all go on shore together, and leave the Europeans on board to themselves. On such occasions, the flag on board the ship is always hoisted, as well as that on the factory; and when two ships arrive here safe, business is transacted on board one or the other of them, by turns, every day. The ship's long-boat and pinnace were also taken into the care of the Japanese, so that both the people and the merchandise are carried to and from the ship by the Japanese. To prevent the Dutch coming from the ship, or the Japanese from going to it, and trafficking, especially under cover of the night, and when no Japanese officers are on board, several large guard-vessels are placed round the ship, and at some distance from it; and besides this, there are several small boats ordered to row every hour in the night round the ship, and very near it.

" A great number of labourers were ordered to attend to the discharge and loading of the boats, and bringing them to and from the ship, others being set as inspectors over them. The Dutch formerly took the liberty to punish and correct with blows these day-labourers, who were of the lowest class of people; but at present this procedure is absolutely, and under the severest penalties, forbidden by the Government, as bringing a disgrace upon the nation.

" When an European goes to or from the ship, either with or without any baggage, an officer is always attending with a permit, on which his name is written, his watch marked down, &c.

" On those days when there is nothing done towards discharging or loading the ship, no Japanese officers, nor any other Japanese, come on board, neither do any of the Dutch themselves go to or from the ship on such days. The gate of the island also, towards the water-side, is locked at this time. Should an urgent occasion require any of the officers to come on board of the ship, such as the Captain or the surgeon, which is signified by the hoisting of a flag, in such case leave must be first obtained from the Governor of the town; and should this be granted, still the gate towards the sea-shore is not opened, but the person to whom leave is granted, is con-

ducted by interpreters and officers through a small part of the town to a little bridge, from which he is taken on board in a boat, after having gone through the strictest search. The banjoses and interpreters, who accompany him, do not, however, go on board the ship, but wait in their boats till he has transacted his business on board, from whence he is conducted back to the factory.

" Custom-houses are not known, either in the interior of the country or on its coasts, and no customs are demanded on imports or exports of goods, either from strangers or natives. But that no prohibited goods may be smuggled into the country, so close a watch is kept, and all persons that arrive, as well as merchandise, are so strictly searched, that the hundred eyes of Argus might be said to be employed on this occasion. When any European goes ashore, he is first searched on board, and afterwards as soon as he comes on shore. Both these searches are very strict; so that not only travellers' pockets are turned inside out, but the officers' hands pass along their bodies and thighs. All the Japanese that go on board of ship, are in like manner searched, excepting only the superior orders of banjoses. All articles exported or imported undergo a similar search, first on board the ship, and afterwards in the factory, except large chests, which are emptied in the factory, and are so narrowly examined, that they even sound the boards, suspecting them to be hollow. The beds are frequently ripped open, and the feathers turned over. Iron spikes are thrust into the butter-tubs and jars of sweetmeats. In the cheese a square hole is cut, in which part a thick-pointed wire is thrust into it towards every side. Nay, their suspicion went even so far, as to induce them to take an egg or two from among those we had brought from Batavia, and break them. The same severe conduct is observed when any goes from the factory to the ship, or into the town of Nangasacki, and from thence to the island of Dezima. Every one that passes, must take his watch out of his pocket, and shew it to the officers, who always mark it down whenever it is carried in or out. Sometimes too, strangers' hats are searched. Neither money nor coin must by any means be brought in by private persons; but they are laid by, and taken care of till the owner's departure. No letters to be sent to or from the ship sealed; and if they are, they are opened, and sometimes, as well as other manuscripts, must be read by the interpreters. Religious books, especially if they are adorned with cuts, are very dangerous to import; but the Europeans are otherwise suffered to carry in a great number of books for their own use; and the search was the less strict in this respect, as they looked into a few of them only. Latin, French, Swedish, and German books and manuscripts

pass the more easily, as the interpreters do not understand them. Arms, it is true, are not allowed to be carried into the country; nevertheless, we are as yet suffered to take our swords with us.

"The Dutch themselves are the occasion of these over-rigorous searches, the strictness of which has been augmented on several different occasions, till it has arrived at its present height. Numerous artifices have been applied to the purposes of bringing goods into the factory by stealth; and the interpreters, who heretofore had never been searched, used to carry contraband goods by degrees, and in small parcels, to the town, where they sold for ready money. To this may be added, the pride which some of the weaker-minded officers in the Dutch service very imprudently exhibited to the Japanese, by ill-timed contradiction, contemptuous behaviour, scornful looks, and laughter, which occasioned the Japanese in their turn to hate and despise them; a hatred which is greatly increased upon observing in how unfriendly and unmannerly a style they usually behave to each other, and the brutal treatment which the sailors under their command frequently experience from them, together with the oaths, curses, and blows with which the poor fellows are assailed by them. All these circumstances have induced the Japanese, from year to year, to curtail more and more the liberties of the Dutch merchants, and to search them more strictly than ever; so that now, with all their finesse and artifice, they are hardly able to throw dust in the eyes of so vigilant a nation as this.

"Within the water-gate of Dezima, when any thing is to be exported or imported, are seated the head and under banjoses, and interpreters, before whose eyes the whole undergoes a strict search. And that the Europeans may not scrape an acquaintance with the searchers, they are changed so often, that no opportunity is given them.

"This puts a stop to illicit commerce only, but not to private trade, as every body is at liberty to carry in whatever he can dispose of, or there is a demand for, and even such articles as are not allowed to be uttered for sale, so that it be not done secretly. The camphire of Sumatra, and tortoise-shell, private persons are not permitted to deal in, because the Company reserve that traffic to themselves. The reason why private persons prefer the smuggling of such articles as are forbidden to be disposed of by auction at the public sale, is, that when wares of any kind are sold by auction, they do not receive ready money for them, but are obliged to take other articles in payment; but when the commodities can be disposed of underhand, they get gold coin, and are often paid twice as much as they would have had otherwise.

"Some years ago, when smuggling was still in a flourishing state, the

greater part of the contraband wares was carried by the interpreters from the factory into the town; but sometimes they were thrown over the wall of Dezima, and received by boats ordered out for that purpose. Several of the interpreters, and other Japanese, have been caught at various times in the fact, and punished with death.

" Smuggling has always been attended with severe punishments; and even the Dutch have been very largely fined, which fine has of late been augmented, so that if any European is taken in the fact, he is obliged to pay 200 catties of copper, and is banished the country for ever. Besides this, a deduction of 10,000 catties of copper is made from the Company's account; and if the fraud is discovered after the ship has left the harbour, the Chief and the Captain are fined 200 catties each.

" The Company's wares do not undergo any search at all, but are directly carried to the storehouse, on which the Japanese fix their seal; where they are kept till they are all sold and fetched away.

" The interpreters are natives of Japan, and speak with more or less accuracy the Dutch language. The Government permits no foreigners to learn their language, in order that, by means of it, they may not pick up any knowledge of the country; but allow from 40 to 50 interpreters, who are to serve the Dutch in their factory with respect to their commerce, and on other occasions. These interpreters are divided into three classes. The oldest, who speak the Dutch language best, are called head interpreters; those who are less perfect, under interpreters; and those who stand more in need of instruction, bear the denomination of apprentices, or learners. Formerly the Japanese apprentices were instructed by the Dutch themselves in their language; but now they are taught by the elder interpreters. The apprentices had also, before this, liberty to come to the factory whenever they chose; but now they are only suffered to come when they are on actual service. The interpreters rise gradually and in rotation to preferments and emoluments, without being employed in any other department. Their duty and employment consist in being present, generally one, or sometimes two of each class, when any affairs are transacted between the Japanese and Dutch, whether commercial or otherwise. They interpret either *vivâ voce* or in writing, whenever any matter is to be laid before the Governor, the officers, or others, whether it be a complaint or request. They are obliged to be present at all searches, as well as those that are made on board ship, as at those which take place at the factory, and likewise to attend in the journey to Court. They were formerly allowed to go whenever they chose to the Dutchmen's apartments; but now this is prohibited, in order to prevent smuggling, excepting on certain occasions. They are always accompanied

as well to the ships as to their College in the island of Dezima, by several clerks, who take an account of every thing that is shipped or unloaded, write permits, and perform other offices of a similar nature.

"Kambang money, or the sums due for goods that are sold, is never paid in hard cash, as the carrying it out of the country is prohibited; but there is an assignment made on it, and bills are drawn for such a sum as will be requisite for the whole year's supply, as also for as much as will be wanted at the fair of the island. This kambang money is, in the common phrase of the country, very light, and less in value than specie, so that with the money which is thus assigned over, one is obliged to pay nearly double for every thing. All these kambang bills are paid at the Japanese new year only. Every man's account is made out before the ship sails, and is presented and accepted at the College of the interpreters, after which the books are closed. All that is wanted after the new year, is taken up upon credit for the whole year ensuing.

"The 18th of February is, with the Japanese, the last day of the year. On this day all accounts betweeen private persons are to be closed; and these, as well as all other debts, to be paid. Fresh credit is afterwards given till the month of June, when there must be a settlement again. Among the Japanese, as well as in China, in case of loans, very high interest is frequently paid, from 18 to 20 per cent. I was informed that if a man did not take care to be paid before new year's day, he had afterwards no right to demand payment on the new year.

"When the Dutch do not deal for ready money, their commerce can hardly be considered in any other light than that of bartar. With this view, a fair is kept on the island, about a fortnight before the mustering of the ship, and its departure for Papenberg, a small island near the entrance of the harbour, when certain merchants, with the consent of the Governor, and on paying a small duty, are allowed to carry their merchandise thither, and expose it to sale in booths erected for that purpose.

"The copper, the principal article of export, was brought from the interior and distant parts of the country, and kept in a storehouse; and as soon as the ship was in part discharged, the loading it with the copper commenced. This latter was weighed, and put into long wooden boxes, a pecul in each, in presence of the Japanese officers and interpreters, and of the Dutch supracargoes and writers, and afterwards conveyed by the Japanese to the bridge, in order to be put on board. On such occasions a few sailors always attend, to watch that the labourers do not steal it, which they will do if possible, as they can sell it to the Chinese, who pay them well for it.

"When the ship is nearly laden, she is conducted to Papenberg, there to remain at anchor, and take in the residue of her cargo, and all the merchandise and other things belonging to the officers, the ship's provisions, &c. A few days after, when the ship has anchored in the harbour, the Governor points out the day when she is to sail; and this command must be obeyed so implicitly, that, were the wind ever so contrary, or even if it blew a hard gale, the ship must depart without any excuse, or the least shadow of opposition. Before the ship leaves the harbour, the powder, arms, and the chest of books that were taken out, are returned; the sick from the hospital are put on board; and whilst she is sailing out, the guns are fired to salute the town and the factory, and afterwards the two imperial guards at the entrance of the harbour."

Port Regulations, Orders, &c.—The following are extracts from instructions delivered by the Japanese to the Dutch:—

I. Our imperial predecessors have ordered concerning you, Dutchmen, that you shall have leave to come to Nangasacki, on account of the Japan trade, every year. Therefore, as we have commanded you heretofore, you shall have no communication with the Portuguese. If you should have any, and we should come to know it, you shall be prohibited the trade to Japan. You shall import no Portuguese commodities on board your ships.

II. If you intend not to be molested in your navigation and trade to Japan, you shall notify to us by your ships, whatever comes to your knowledge of any endeavours or attempts of the Portuguese against us; we likewise expect to hear from you if the Portuguese should conquer any new places or countries, or convert them to the Christian sect. Whatever comes to your knowledge in all countries you trade to, we expect that you should notify the same to our Governors at Nangasacki.

III. You shall take no China junks bound to Japan.

IV. In all countries you frequent with your ships, if there be any Portuguese there, you shall have no communication with them. If there be any countries frequented by both nations, you shall take down in writing the names of such countries or places, and by the Captains of the ships you send to Japan yearly, deliver the same to our Governors at Nangasacki.

V. The Liquejans being subjects of Japan, you shall take none of their ships or boats.

The following are the regulations respecting the Island, or Street Dezima:—

I. Women of the town, but no other women, shall be suffered to go in.

II. All persons living upon charity, and beggars, shall be excluded.

III. Nobody shall presume with any ship or boat to come within the palisades of Dezima. Nobody shall presume with any ship or boat to pass under the bridge of Dezima.

IV. No Hollander shall be permitted to come out but for weighty reasons.

All the above-mentioned orders shall be punctually obeyed.

The following are the orders to be observed during the Dutch sale at Dezima:—

I. No Dutchman shall be permitted to go out without leave.

II. Nobody shall be suffered to come into the island before the sale begins, but the ordinary officers and servants.

III. No goods whatever shall be carried out of the island before the sale begins. No tent, nor any Spanish wines, shall be sent out of the island without special licence.

IV. No Japanese arms, nor the pictures, or representations, or puppet figures of any military people, shall be brought to Dezima. Pursuant to our often repeated strict commands, no goods whatever shall be sold privately to the Dutch; and no goods shall be bought of them in the same private way.

V. When the time for the departure of the Dutch ships draws near, notice shall be given to the Magistrates and the College of Interpreters, of what goods have been sold to the Dutch, together with a written list of the same, that so the sums agreed on, be paid in time, and all trouble and inconvenience avoided on the last days of their stay in the harbour.

VI. The Dutch and Portuguese interpreters who frequent the island, and are licensed for so doing, shall not plot, nor privately converse together.

VII. Nobody shall come to Dezima without special leave, but the Bugjo and the officers of the island.

All the articles aforesaid every body is commanded duly and strictly to observe.

Prohibited Goods.—The following is a list of prohibited goods, none of which the Dutch are suffered to buy, or to export from the country.

The Emperor's coat of arms.

All prints, pictures, goods, or stuffs, bearing the same.

Warlike instruments.

Pictures and representations, printed or others, of soldiers and military people.

Pictures, &c. of any persons belonging to the Court of the ecclesiastical, or hereditary Emperor.

Pictures or models of Japanese ships or boats.

Maps of the empire of Japan, or any part thereof.

Plans of towns, castles, temples, and the like.

Puppets, or small figures, representing military men.

Crooked knives, such as carpenters use.

Fino Ginu. A sort of silk stuff made at Fino.

Kaga Ginu. The like made at Kaga. These are made up in long rolls, like the silks of Tonquin.

Isu muggi. Another sort of stuff, in long rolls, made in Japan.

All sorts of fine silken stuffs.

All sorts of stuffs made of hemp and cotton.

Mats of silk.

All sorts of scimitars, and other arms made in imitation of those imported by the Dutch.

If any foreigner or Japanese endeavours, contrary to orders, to dispose of any contraband goods whatsoever, and it be discovered, notice shall be forthwith given to the proper magistrates. If any of the accomplices discovers himself, and turns evidence, he shall have his pardon, and moreover a reward proportionable to the crime. Offenders found guilty upon the evidence of their accomplices, shall be punished according to law.

Duties.—The levying of duties or imposts on goods is nowhere observed in Japan, except at Nangasacki, and it was formerly moderate. It is called fannagin or flower money, and is levied for the maintenance and advantage of the town. The duty laid upon the goods imported by the Dutch Company, is 15 per cent., which upon the amount of the sales, produces 45,000 tales. The goods belonging to individuals, which are sold after those of the Company, pay much more, and not less than 65 per cent. on all stuffs and goods sold by pieces, which upon 20,000 tales, brings in 13,000 tales. Goods sold by weight pay a duty of 70 per cent., which upon 20,000 tales, makes 14,000 duty. The reason given for the great difference in the duties on goods the property of the Dutch Company, and that of individuals, is, because private goods are brought on board the Company's ships at their risk and expence, and consequently deserve less profit.

The Chinese, for the like reason, because they are not at the expence of such long and hazardous voyages as the Dutch, pay also a duty of 60 per cent. on all their goods, which upon the 600,000 tales, the value they are permitted to sell every year, brings in a sum of 360,000 tales. Added to

which, the rent of the Dutch factory and houses, which is 5,580 tales, and that of the Chinese factory, which is 16,000 tales a year, forms a total of 453,580 tales, which the foreign commerce produces annually to the town of Nangasacki.

Coins.—Accounts are kept in tales, mace, and candarines; 10 candarines make 1 mace, and 10 mace 1 tale. The Dutch reckon the tale at $3\frac{1}{2}$ florins, equal to about 6s. 2d. The gold coins current are the new and old itjib, and cobangs, or kopangs; the silver coins are the nandiogin, itaganne, and kodama. They are in general very simple, struck plain and unadorned, the greater part of them without any rim round the margin, and most of them without any determined value. For this reason they are always weighed by the merchants, who put their chop or stamp upon them, to signify that the coin is standard weight, and unadulterated.

The new cobangs are oblong, rounded at the ends, and flat, about two inches long, and rather more than two inches broad, scarcely thicker than an English farthing, of a pale yellow colour; the die on one side consists of several cross lines stamped, and at both ends there is a parallelogramical figure, with raised letters on it, and, besides, a moonlike figure, with a flower on it in relief. On the other side is a circular stamp, with raised letters on it, and within the margin, towards one end, two smaller sunk stamps with raised letters, which are different on each cobang; these are valued at 60 mace. There are old cobangs occasionally met with, which are of fine gold, somewhat broader than the new.

The old cobangs weigh 371 Dutch asen, or 275 English grains; and the gold is said to be 22 carats fine, which would give 44s. 7d. for the value of the old cobang. But the Japanese coins are reckoned at Madras only 87 touch, which is $20\frac{22}{25}$ carats; this reduces the old cobang to 41s. 10d. The new cobangs weigh 180 grains; the gold is about 16 carats fine, and the value 21s 3d. The oban is thrice the value of the cobang.

The itjib is called by the Dutch *golden bean*, and is made of pale gold, of a parallelogramical figure, and flat, rather thicker than a farthing, with many raised letters on one side, and two figures, or flowers in relief on the other; the value of this is one fourth of a cobang. There are old itjibs also to be met with; these are thicker than the new ones, and in value 22 mace 5 candarines.

Nandiogin is a parallelogramical flat silver coin, of twice the thickness of a halfpenny, one inch long, and half an inch broad, and formed of fine silver. The edge is stamped with stars, and within the edges are raised dots. One side is marked all over with raised letters, and the other on its lower

and larger moiety is filled with raised letters, and at the same time exhibits a double moonlike figure. Its value is 7 mace 5 candarines.

Itaganne and kodama are denominations by which various lumps of silver, without form or fashion, are known, which are neither of the same size, shape, nor value. The former of these, however, are oblong, and the latter roundish, for the most part thick, but sometimes, though seldom, flat. These pass in trade, but are always weighed in payment from one individual to another, and have a dull leaden appearance.

Seni is a denomination applied to pieces of copper, brass, and iron coin, which bear a near resemblance to our old farthings. They differ in size, value, and external appearance, but are always cast, and have a square hole in the middle, by means of which they may be strung together; and likewise have always broad edges. Of these are current Sjumon seni, which pass for half a mace, or 10 common seni. Simoni seni, of the value of 4 common seni, are made of brass, and are almost as broad as a halfpenny, but thin. The common seni are the size of a farthing, and made of red copper; 60 of them make a mace. Doosa seni is a cast iron coin, in appearance like the last, of the same size and value, but so brittle that it is easily broken by the hand, or breaks in pieces when let fall on the ground.

The seni are strung 100 at a time, or, as is most commonly the case, 96 on a rush. The coins in one of these parcels are seldom all of one sort, but generally consist of two, three, or more different kinds; in this case, the larger sorts are strung on first, and then follow the smaller; the number diminishing in proportion to the number of large pieces in the parcel, which are of greater value than the smaller.

The schuit is a silver piece of 4 oz. 18 dwts. 16 grs. troy, and is 11 ounces fine, which gives its value 25s. 3d. The name is Dutch, referring probably to its shape, like a boat.

Weights.—These are the candarine, mace, tale, catty, and pecul, thus divided:—

10 Candarines	make	1 Mace.
10 Mace.......	"	1 Tale.
16 Tales	"	1 Catty.
100 Catties.....	"	1 Pecul.

The pecul is 125 Dutch pounds, which are equal to 133⅓ lbs. avoirdupois. It is, however, said to weigh only 130 lbs.

Measures.—The revenues of Japan are estimated by two measures of rice, the man and kokf; the former contains 10,000 kokfs, each 3000 bales or bags of rice.

The long measure is the inc, which is about 4 China cubits, or 6¼ feet English, nearly; and 2½ Japanese leagues are computed to be about 1 Dutch league.

SECTION XXX.

ISLE OF FRANCE, ST. HELENA, AZORES, &c.

IN the Indian Ocean are several islands, the principal of which are Rodrigue, called also Diego Rais; the Isle of France, or Mauritius; and Bourbon, or Mascarenhas.

RODRIGUE.—This island extends E. and W., about 16 miles, and is about 7 in breadth from N. to S. It is situated in latitude 19° 41′ S., and longitude 63° 10′ E. Near the middle of the island is a remarkable peak, which answers as a guide for the road; when it bears south, you are abreast of the road, which is called Mathewren Bay: it is safe when you are in, but the channel is very intricate. The bay has been surveyed by Lieut. Grubb, who describes the bottom as good holding ground, free from rocks, being a mixture of sand and mud. There are two channels for entering or leaving the harbour: the E., being only about 250 yards broad, is intricate for large ships; the W. or leeward channel is free from danger. Ships should enter by the E., and leave by the W. channel.

PROVISIONS AND REFRESHMENTS.—Here is abundance of turtle and of fish; but some of the latter are said to be poisonous. Ample supplies of wood and water may be obtained with the greatest facility.

ISLE OF FRANCE, called Mauritius by the English and Dutch, is about 100 leagues to the W. of Rodrigue. It is high and mountainous, and may be seen 18 leagues off in clear weather. It extends in a N. E. and S. W. direction, the S. W. point being in latitude 20° 27′ S. and longitude 57° 16′ E., and the N. E. point in latitude 19° 53′ S., and longitude 57° 35 E.

There are two ports or harbours, Port Louis or Port North-west, and Port Bourbon.

Port Louis, the capital of this island, and seat of Government, is situated at the bottom of a triangular bay, the entrance to which is very

intricate. It is in latitude 20° 9′ S., longitude 57° 29′ E. The principal town, or as it is sometimes called the Camp, is chiefly composed of wooden houses, which have only a ground floor, on account of the winds and heat; they are separated from each other, and surrounded with palisades; the streets are tolerably straight. The Government house is built entirely of stone; the place of arms and the parade are before the Governor's house, and the hospital is at the extreme point of the harbour. The town has no regular fortifications; but to the left of it, on looking towards the sea, there is an entrenchment of stone. On the same side is Fort Blanc, which defends the entrance; and opposite to it, on the other side, is a battery on a small island, called Tonneliers; and there are several other batteries mounted with heavy cannon.

The powder magazine is situated on a small island, which is connected with the shore by a causeway, nearly opposite the Government house. This causeway serves also for a quay, and it encloses a part of the great basin for the refitting of vessels, and near it they take in their fresh water with the greatest convenience. Here also is a curious machine, by which vessels are lifted out of the water, so that they are cleaned and repaired with the utmost expedition.

Since the island has been ceded to the British Government, very considerable improvements have been made in the capital, and great commercial conveniences and facilities have been added to the port, consisting of roads, canals, docks, and other marine establishments.

The harbour of Port Louis is apt to get choked up; so that vessels, instead of taking in their cargoes in the Trou Fanfaron, have been obliged, with great inconvenience and expence, to lay athwart that called La Chaussée.

Port Bourbon is the S. E. Port of the island, and situated in latitude 20° 22′ S. and longitude 57° 41′ E. It is not much frequented; being on the windward side of the island, the trade-wind blowing in renders the navigation out difficult, as the channels are narrow, and formed between reefs.

Trade.—The trade of this island has much increased since its annexation to the British Crown, notwithstanding the heavy duties imposed upon its sugar in England, but which are now reduced. Sugar forms the staple article of produce; the hurricanes to which the island is subject, having baffled the attempts of the inhabitants to raise cloves, cotton, and coffee, to the growth of which the soil is adapted, and which are of excellent quality. The quantity of sugar produced here, under the French Government, was estimated at five millions of pounds, (French); but since the cultivation of

this article has been extended, by the abandonment or neglect of the coffee, cotton, clove, and indigo plantations, the amount has increased to 4000, 5000, and latterly to 12,000 hogsheads annually. The island produces excellent black wood, and other woods adapted for the dyer and the carpenter.

When the island was first occupied by the British, its trade, as well as that of Bourbon, was declared free. Upon its cession at the Peace, by the French Government, (to whom Bourbon was restored), the trade of Mauritius was placed under restrictions, whereby its intercourse with foreign nations was interdicted. Subsequently, however, the trade was opened, and by an order of His Majesty in Council, dated 12th July, 1820, the following provisions were made.

Goods, the growth or production of countries in amity with England, (except articles composed of cotton, iron, steel, or wool, of foreign manufacture), may be imported in British vessels, which may export to those countries the produce of Mauritius. Foreign vessels belonging to states in amity with England (which shall allow British vessels to carry on trade between their ports and Mauritius) may import and export similar goods, with the same exception.

No foreign vessel is allowed to export a cargo from the island or its dependencies to any British possession, or to any other place than a port belonging to the state or power to which the vessel itself shall belong.

The extent of the traffic between Great Britain and the Isle of France cannot be ascertained, as the official accounts in this country comprehend the imports and exports from places within the limits of the East India Company's charter under one general head. The amount of its trade with Bengal, during the years 1818-19, 1819-20, and 1820-21, is thus exhibited in the Trade Reports of Calcutta:—

	Imports from the Island.		Exports to the Island.	
	Merchandise.	*Treasure.*	*Merchandise.*	*Treasure.*
1818-19......S. R.	4,10.235	4,26,830	6,63,450	———
1819-20...... "	4,44,059	2,28,237	7,55,809	2,07,627
1820-21...... "	8,32,200	3,58,911	7,47,500	3,38,407
Total......	16,86,494	10,13,978	21,66,759	5,46,034

Its commerce with Bombay is thus shewn in the Trade Reports of that Presidency for the same years.

	Imports.		Exports.	
	Merchandise.	*Treasure.*	*Merchandise.*	*Treasure.*
1818–19 Rs.	3,62,337	1,19,279	5,46,649	——
1819–20 "	5,92,939	1,38,769	89,442	——
1820–21 "	2,70,758	5,194	74,576	——
Total	12,26,034	2,63,242	7,10,667	——

The articles exported from the Island to British India, consist of French silks, wines, and spirits, and British goods *in transitu;* the returns are chiefly rice and piece goods. The exportation, as well as importation, of coin and bullion, is unrestricted, and free of duty.

Port Regulations.—The regulations of the Port, for the prevention of the plague, or other infectious disease, are very strict. Vessels arriving at the island must anchor at the spot called Les Pavillons, till leave be granted for entering the harbour. They are then visited by the health-officers, and afterwards by the port-officer, to whom the commander of each vessel must declare his own name, that of his ship, her burthen, flag, arms and equipment, number of crew and of what nation, number of passengers, cargo, from what port she sailed, and the reason of her visiting Mauritius. The commander must then deliver his log-book and muster-book, a list of his passengers, their passports, the bills of lading, any dispatches for Government, public papers, and letters. The letters must be sent to the post-office, and a fine of 50 dollars is payable for every letter delivered in any other way. The captain and passengers must, on landing, report themselves at the General Police Office; the former presenting himself previously at the Government-house. After these formalities, vessels may enter the harbour, and anchor within the ports.

On the departure of vessels, notice must be given at the Custom-house and Port-office 48 hours before sailing, and a flag hoisted at the main-top gallant-mast. Before a vessel can receive a port clearance, a certificate must be obtained from the Collector of the Customs, that no claims are unsatisfied. The pilotage is paid at the Port-office; and commanders are to give the pilots a certificate, specifying whether their vessels have sustained injury in entering or leaving port. No passengers to be taken on board without regular passports, and no deserter or negro to be taken off the island under severe penalties.

Vessels under 100 tons burthen may be warped in, and moored in the births pointed out by the Port Captain. All vessels in mooring mus have two anchors out forward, and one astern, with buoys on then

Ballast must not be taken out of a ship without leave of the Port Captain; ballast or filth may not be thrown overboard. A boat is sent round once a week, or oftener, if necessary, to take away the filth from the vessels in the harbour.

No goods may be shipped, transshipped, or landed, without a permit from the Customs; and no boats may land goods, except at the wharf, without a Customs permit. Goods landed from boats must be taken away within 24 hours. No boats to remain at the wharf after gun-fire; fires on board vessels in the harbour to be extinguished at 8 o'clock in the evening, and not lighted until day-break: all fires are expressly forbidden on board vessels in the Trou Fanfaron. Vessels at anchor in the harbour must not scale their guns, or fire salutes, without leave of the Port Captain.

Vessels moored on the buoys are obliged to receive the tow-ropes from any vessel warping in, and to execute the pilot's orders. Boats are not allowed to be hauled up in the slips of the Government wharfs, without leave of the Port Captain.

Duties.—The duties are generally fixed at 6 per cent. upon the value. By the Order in Council before quoted, foreign vessels trading as there described, may import goods paying the same duties as British vessels; provided that if higher duties are charged by the state to which they belong, on goods exported to the island, then a countervailing duty is chargeable, of equal amount, over and above the ordinary duty. Exports from Mauritius in foreign vessels are subject to a duty of 8 per cent. over and above the duty paid by British vessels: provided, however, that if the articles, when imported into the state to which such foreign vessels belong, pay no higher duties when imported from Mauritius in a British ship, than in their own, and are entitled to the same privileges as to warehousing, and internal consumption; then no higher export duties are chargeable on exports from the island to such state, in vessels belonging to it, than in British vessels.

Port Dues and Charges.—The following were fixed in 1817: English and foreign vessels pay the same port charges.

		The Flag Buoy.	The Harbour.
Pilotage	per foot	1 dollar 50 c.	1 dollar 50 c.
Boats and warps		15 dollars	15 dollars.
Port clearance		6 dollars	6 dollars.

Anchorage Rates, *viz.*

Vessels receiving cargo or breaking bulk	per ton	20 cents.	——

		THE FLAG BUOY.	THE HARBOUR.
Coasters	per ton	10 cents.	——
Vessels receiving cargo, or breaking bulk	do.	——	20 cents.
After 8 days, not breaking bulk, or receiving cargo	do.	——	10 cents.

Hire of Mooring Chains.—In the Harbour, mooring with a chain, per day, 1 dollar.

At Point aux Forges and Trou Fanfaron, *viz.*

Vessels under 100 tons	per day	25 cents.
—— 200 do.	do.	50 do.
—— above 200 do.	do.	1 dollar.
Mooring a vessel by pilot to the hulk, &c.		20 do.
Winding alongside the hulk		10 do.

Anchors and Cables.—Rates per day:—

An anchor from 4500 lbs. to 3500 lbs.	4 dollars.
—— 3500 lbs. to 2500 lbs.	3 do.
—— 2500 lbs. to 2000 lbs.	2 do.
—— 2000 lbs. to 1500 lbs. and under	1 do.
A cable from 14 to 16 inches	8 do.
—— 11 to 13 do.	6 do.
—— 8 to 10 do.	5 do.
—— 6 to 7 do.	3 do.
—— 4 to 5 do.	2 do.

Boat Hire, &c.—Rates per day:—

A lighter	5 dollars.	A launch	4 dollars.
Ditto small	3 do.	Ditto small	3 do.

A capstan, per day, 5 dollars.

Careening.—Charge for careening a vessel hove down, of 100 tons and under, per day, 3 dollars. Boats, pirogues, &c. per month, 6 dollars.

Wages of Workmen.—Marine blacks, boatmen, &c. per day, 60 cents; per night, 60 cents; between hours, 20 cents.—Divers, per day, 1 dollar 50 cents.

Water.—A tank of water, 12 dollars.

Rates of Commission, settled 1816.—On all sales or purchases (except as hereafter mentioned) 5 per cent.; on bullion or treasure (including 1 per cent. on receipt of proceeds) 1 per cent.; on diamonds and other precious stones, 2½ per cent.; on ships, houses, and lands, 2½ per cent.; on goods consigned, and afterwards withdrawn, or sent to outcry, or to a shop,

half commission on net proceeds; on effecting remittances, (not being proceeds of goods on which commission has been charged), 1 per cent.; on sale, purchase, or negotiating of bills of exchange, 1 per cent.; on bills of exchange returned, noted or protested, 1 per cent.; on giving orders for provision of goods, 2½ per cent.; on procuring freight, 5 per cent; on shipping goods where no commission has been charged upon purchase (except as hereafter), 5 per cent.; on treasure, bullion, and jewellery, 1 per cent.; on effecting insurances with public offices, on amount insured, ½ per cent.; on effecting private insurances, 1 per cent.; on writing orders for insurances, ½ per cent.; on settling insurance losses, partial or general, 1 per cent.; on procuring return of premium, (exclusive of commission on receipt of cash), 1 per cent.; on ships' disbursements, where no commission has been charged on freight or cargo, 2½ per cent.; on management of estates, on amount recovered, 5 per cent.; on guaranteeing bills, bonds, or debts in general, by endorsement or otherwise, 2½ per cent.; on *del credere*, or guaranteeing the responsibility of persons to whom goods are sold, 1½ per cent.; on becoming security to Government, or to Public Bodies, 2½ per cent.; on recovery of money by law or arbitration, 5 per cent.; on obtaining money on *respondentia*, or loan, 2 per cent.; on granting letters of credit, 2½ per cent.; on collecting house rent, 2½ per cent.; on receipt or payment (at the option of the agent) of all monies, not arising from proceeds of goods on which commission has been previously charged, 1 per cent.

Warehouse Rent.—Rates per month:—

Silk, piece goods, &c.	per bale	½ rupee.
Gunny bags, cotton, &c.	do.	⅓ do.
Indigo, opium, &c.	per chest	½ do.
Arrack, wine, &c.	per leager or pipe	1 do.
Coffee, sugar, rice, saltpetre, &c.	per pecul	$\frac{1}{10}$ do.
Iron, steel, lead, tin, &c.	do.	$\frac{1}{15}$ do.

Other articles in proportion, according to bulk or weight.

Provisions and Refreshments.—Provisions of various kinds are to be procured here, the greater part of which is imported from Bourbon, which island may be considered the granary of the Mauritius, *viz.*—Beef and mutton, kid, pork, fowls, ducks, geese, turkies, and pigeons. Bread and wines fluctuate according to circumstances. Of vegetables, the following are to be met with:—peas, beans, cabbages, and cauliflowers; and of fruits, oranges, apples, guavas, apricots, &c. Round the island is abundance of fish of various kinds, and from Rodrigue are brought great

numbers of turtle, which are sold at reasonable prices. The water is excellent, and is brought from a small river, about a league from the town, by pipes to a reservoir, under which boats come and fill their casks with ease and expedition.

Coins.—The principal French coin in common currency is the sol marqué, of copper, equal to 3 colonial sols:—

2 sols	equal to	1 cent.
1½ cent	"	1 sol marqué.
10 cents	"	1 livre.
66⅔ marqués	"	1 dollar.

The following are the Rates of Exchange, compared with the dollar, at which foreign coins pass here:—

2 sicca rupees	per 1	dollar.
220 Bombay, or Arcot rupees	100	"
10 star pagodas	16	"
10 Porto Novo pagodas	13¼	"
10 Ikeri pagodas	17	"
1 Bombay gold mohur	per 7½	dollars.
15 double fanams	1	"
4s. 8d. sterling	1	"
20 cash	1	marqué.

Accounts are kept either in dollars of 100 cents, the mode generally adopted in public or Government transactions, or in dollars of 10 livres, or 200 sols, mostly used by merchants. These livres are called colonial livres, two of which equal a French franc.

The following is an official tariff of the current money, and its equivalent in colonial money. The ten livre pieces struck in the Colony under the French Government, the five franc pieces of France, and the German crown pieces, have the same value in exchange as the Spanish dollar. In converting these monies into sterling, it will be sufficiently correct, for ordinary purposes, to reckon the livre at 5½d., and the sol at ¼d.

Silver Coins.

Spanish dollar	at 10 colonial livres.
Sicca rupee	5
Bombay and Arcot rupee	4½
Half silver pagoda	8
Double fanam	1¼
Fanam	12½ sols.

Gold Coins.

Spanish doubloon	at 160 colonial livres.
Portuguese half doubloon	80
Ikeri pagoda	17
Porto Novo pagoda	13¼
Star pagoda	16
Bombay gold mohur	75
Bengal gold mohur	90

The chief currency of this place is Government paper, payable to bearer on demand in Spanish dollars. The specie dollar is generally at an agio, being the most marketable kind of bullion in the East.

The scarcity of three sol pieces induced the Government in 1818 to issue Indian copper pice, at the rate of 100 per dollar, or 2 sols, or 1 cent. each pice.

Weights.—The weight used here is generally the poids de marc of France, 100 lbs. of which are considered equal to 108 lbs. avoirdupois. The pound poids de marc is equal to 7555 grains English troy weight.

Measures.—The English and ancient French measures of capacity are both used.

BOURBON.—This island is of a round form, about 14 leagues from N. W. to S. E., and about 35 leagues from the Isle of France. St. Denis, the principal town on the island, is situated on its N. side, in latitude 20° 52′ S., and longitude 55° 27′ E. The anchorage is near the shore, and unsafe. This island has no port where ships can lie sheltered from bad weather; and the hurricanes at Bourbon are thought to be more violent than at Mauritius.

The town of St. Denis is agreeably situated on a small plain near the sea, and contains about 150 houses built of wood, a few built of stone, and the greater part of them have gardens behind them. The hanging bridge here merits particular attention; it is constructed to project as it were into the sea, and by its assistance goods may be embarked or disembarked with convenience and safety in the most boisterous weather, and when it is impossible to approach the shore, from the violence of the waves breaking against it.

The population of Bourbon is now stated to consist of 14,790 whites, 4342 free coloured persons, and 49,759 slaves.

Trade.—The commerce of this island is free to all nations. Besides France, to which it belongs, and its neighbour Mauritius, Great Britain and British India carry on a considerable trade with this island. Its products are similar to those in the Isle of France, but its coffee is particularly celebrated. Bourbon likewise produces a considerable quantity of corn.

Coins, Weights, and Measures.—While the English had possession of the Isle of Bourbon, the same system of monies, weights, and measures was in use here as at the Mauritius; but since 1814, the French system has been partially re-established.

SAINT HELENA.—This island is situated in the Southern Atlantic Ocean; its length is about three leagues, nearly N. E. and S. W., of a circular form, about 26 or 27 miles round. When first observed, it presents

the appearance of an abrupt and rugged mountain, divested of tree, shrub, or herbage. The principal ridge in the centre of the island is called Diana's Peak, and is about 2200 feet above the level of the sea; near the S. W. part there is a hill of a conical form, called High Peak, rather less elevated than the other. There is very little level ground on the island; the whole of it appears in abrupt ridges and chasms, but the vallies are fruitful, and clothed with continual verdure, unless in very dry seasons.

At the N. E. extremity of the island there is a pyramidical hill close to the sea, called the Sugar-loaf, with a signal post upon it; at the base of this hill there are three batteries, at a small distance from each other, called Buttermilk, and Banks's Upper and Lower Batteries. A little to the S. W. of these, Rupert's Battery appears, at the bottom of a valley of the same name, which is a strong stone wall and battery mounted with heavy cannon; and Munden's Point divides this valley from James's, or Chapel Valley, where James's Town, the only one on the island, is situated. On Munden's Point there is a fort of the same name, and several guns placed on the heights over it, which command that side of James's Valley. This valley has on the S. W. side a hill, elevated nearly 800 feet perpendicular from the sea, called Ladder Hill, with a heavy battery of guns upon it, that commands the S. W. entrance to the valley and anchorage. On the 19th June, 1824, a huge mass of overhanging rock, just below the barrier gate of the upper side of the road from Ladder Hill, gave way, and fell in large fragments into the valley. James's Valley is also protected by a wall and strong line of cannon at its entrance, close to the sea. There is also a battery at Sandy Bay, on the south side of the island, where boats may land when the surf is not great; but this, and every other part where there is a possibility of landing, are well secured by batteries or guns placed on the heights over them; and on the summits of the hills there are convenient signal posts all over the island, communicating by telegraphs with each other and with the castle, which add greatly to the natural strength of the island.

When a ship is descried, a gun is fired at the signal post where she is first seen, and this is repeated by the other posts to the castle, which is called an alarm; if more ships appear, a gun is fired for each till five in number, when the signal is made for a fleet; but if more than two sail appear to be steering together for the island, a general alarm is beat, and every person takes possession of the post assigned him, and remains under arms till the Governor is made acquainted by the boats with what ships they are.

All ships coming in from the eastward, heave-to to windward of the

island, and send a boat on shore with an officer, to report their nation and business, and obtain the Governor's permission for anchoring. The boat is generally hailed from the battery at Sugar-loaf Point; but she must proceed to James's Town to give the Governor information, before the ship is permitted to pass the first battery at the Sugar-loaf. Ships of war as well as merchantmen must observe this precaution, or the batteries will open upon them. When the boat is perceived returning, the ship makes sail for the anchorage.

On rounding Munden's Point, the eye is relieved from the dreary aspect of the island by a view of the town, situated in a narrow valley between two lofty mountains; this valley is called James's Valley, opposite to which you may anchor in from 8 to 15 fathoms, with the flagstaff at the fort bearing S. S. E., distance from the shore about half a mile; this is a good and convenient birth for watering. Upon landing, which is at a kind of jetty, and passing the drawbridge, the way leads between a fine line of 32 pounders and a double row of trees. The town is entered by an arched gateway under a rampart or terrace, forming one side of a parade, about 100 feet square. This parade, were it not disfigured by some mean buildings on the right, would have a handsome appearance. On the left side are the Government-house and main guard-room; the former is enclosed with a wall, having the semblance of embrasures, and is called the castle: it contains the habitation of the Governor and the public officers. The church is fronting the gateway, and is a handsome building; on the right of which is a neat little theatre, far superior to many of the provincial in England. The principal street commences between the church and a small palisadoed enclosure, called the Company's garden. It consists of about 30 houses, most of them neat and well-constructed. At the top it divides into two other streets, one to the east, leading to that side of the country; the other proceeding to the upper part of the valley, across a wooden bridge thrown over a small rivulet; in this street are the barracks, the new garden, the hospital, and a number of shops well stored with all sorts of European, Indian, and Chinese commodities; but the houses are in general far inferior to those in the lower part of the town, where the principal inhabitants reside.

The following are extracts from the Company's instructions relative to St. Helena:—

When dispatched from India or China, you are to use your utmost endeavours to round the Cape of Good Hope, and proceed to the Island of St. Helena, if not otherwise directed; observing to fall in to the eastward of the island, and carefully run down upon it, to prevent surprise. On your

approach, make the private signal, and forward your boat with a letter to the Governor, laying to at a proper distance till the signal is answered, and your boat is returning; nor are you to pass Banks's Battery till you have the Governor's leave.

You are not to depend on a supply of salt provisions from St. Helena, or appropriate to your ship's use any of the stores intended for the island.

You are particularly cautioned not to let your officers or crew be the occasion of any tumult or disturbance there, as you will answer to us for any mischief your authority or exertion could have prevented.

Anchors, cables, topmasts, and other stores being sent to St. Helena, in order to prevent any plea or motive for putting into Ireland, or any western port, you are directed, if in want of those articles, to apply to our Governor in Council, who, being satisfied of your wants, will supply you accordingly, at 50 per cent. advance.

On your arrival at St. Helena in war time, in order to prevent surprise, or the consequences of any attack, you are required to attend to the directions of your senior officer for the birthing of your ship, in order to resist an enemy in the most effectual manner, by veering away, and thus bringing the guns of the whole fleet to bear, or by any other disposition which may be concerted for your defence.

Port Regulations.—Ships touching at the island, are to have the preference of assistance in the following order:—

I. British men of war, which are to have the use of both cranes, if they require it, until they are watered.

II. Ships with Company's stores are to have one crane to themselves, and their turn at the other.

III. English Indiamen.

IV. English whalers.

V. Foreign men of war.

VI. Foreign merchant ships.

Any commander of a British ship, who wishes to water at Lemon Valley, must first apply to the Town Major for permission.

No boat is to make fast to the hawsers, or buoys, at either crane, but the boat that is under the crane; those waiting for their turn, must ride by their respective grapnels, or lie upon their oars, until the boat, then under the crane, haul out, and leave a vacancy.

No boat is to lie close to either stairs longer than necessity absolutely requires; but to keep at a sufficient distance to allow other boats to approach.

None but King's boats, or the boats of Government, are permitted to pass to windward beyond the battery, at the point under Sugar-loaf,

nor to board, or to have intercourse with any ship coming in, before such ship shall have anchored.

No foreigner can, on any pretence whatever, be permitted to go into the country, nor land on any other part of the island, but James's Valley.

None but boats belonging to British men of war are allowed to land at any other part of the island but James's Valley, without permission from the Governor.

Any ship or vessel approaching the roads with a yellow flag, is to be considered under quarantine so long as it shall remain hoisted.

The commanders of ships, not in the Company's regular employ, and foreigners on their arrival in the port, before application for water, or any other refreshment, are first to give bond or security, in the Secretary's office, against taking any person from the island, or leaving any person on it, without permission from Government. The certificate of their having signed such bond is to be delivered to the Master Attendant, to whom the charges for anchorage, boat-hire, &c. are to be paid.

The commanders of all ships to give forty-eight hours' notice to the Governor before they intend to sail, and are not to sail after sunset in the evening, nor before sunrise in the morning; for the due observance of which they shall give bond, if required, as before mentioned.

No gunpowder is to be landed without previous notice being given to the Commissary of Stores and Master Attendant, in order that proper precautions may be adopted to prevent accidents.

Trade.—In the privilege of the commanders and officers of the store-ships, of which one or two are annually consigned to the island by the East India Company, are imported the following articles for the consumption of the settlement, and the supply of the homeward-bound ships, *viz.*—Ale in casks, books and pamphlets, boots and shoes, cabinet ware, canvas, cloths and casimeres, chintz and muslins, cutlery, glass ware, garden seeds, hats, hams, haberdashery, hardware, hosiery, jewellery, ironmongery, musical instruments, millinery, oilman's stores, perfumery, plated ware, porter, port wine, provisions, salt, rum shrub, saddlery, ship-chandlery, stationery, tin-ware, tobacco, and watches.

The homeward-bound ships bring the following East India and China produce:—China-ware, Canton cloth, furniture, long-cloths, lackered ware, muslins, nankeens, rice, sugar-candy, sugar, silk piece-goods, sweetmeats, teas, toys, thread, and wax candles.

For the outward-bound investments dollars are generally paid, and those homeward-bound are in general of so small an amount, that if the ships remain any time, it is absorbed in the expences of the ship, and that of the commanders and officers.

Provisions and Refreshments.—The beef here is excellent; but in consequence of the small number of cattle on the island, and the great demand for the King's and Company's shipping, who are generally allowed two fresh meals in a week during their stay, they seldom attain the age of four years. Salt meat is therefore the principal food of the inhabitants and garrison: it is issued from the Company's stores at prime cost, and other articles, as flour, peas, tea, sugar, rice, &c. at a small advance, covering freight and expences. The other articles of provision procurable here, are mutton, pork, grown fowls, turkies, geese, ducks, mackarel, bull's eyes, potatoes, cabbages, pumpkins, eggs, milk, apples, turtle, and Conger eels.

Of fish there is a great variety round the island, most of them excellent, and they are to be purchased cheap. The fruits met with are grapes, figs, plantains, guavas, oranges, lemons, apples, &c. and of vegetables, cabbages, yams, and potatoes; of the latter great quantities are produced on the island, and are in general of the best kind. Fresh water is conveyed from a spring in the valley by leaden pipes to the wharf, and from thence into the boats, but generally the casks are landed, filled, and hoisted into the boats; the water is excellent, and any quantity may be procured without delay. There is another watering place in Lemon Valley, which is esteemed the best water, and you will fill the casks in the boat with a hose; only it is a little farther to fetch it. Firewood is very scarce, and procured with great difficulty.

The officers of ships and passengers during their stay on the island are accommodated with board and lodging in the houses of the principal inhabitants, for which they pay in proportion to the existing price of fresh provisions, and half price for each child or servant.

In the year 1819, the price of eggs at St. Helena reached the extravagant price of 6s. per dozen: whereupon the Governor directed by proclamation, that any person asking more than 3s. per dozen, should be subject to the penalty of 40s. He also prohibited the exportation of poultry sold at higher rates than the following:—

	£	s.	d.		£	s.	d.
Turkies, if full grown	1	5	0	Ducks, half grown	0	4	0
——— half grown	0	18	0	Fowls, full grown	0	5	0
Geese	0	15	0	Pullets, fit for table	0	3	6
Ducks, full grown	0	6	0				

Coins.—Accounts are kept in pounds, shillings, and pence; but coins of every denomination pass current here, both Indian and European.

Porto Novo pagodas used to pass at the same rate as star pagodas, notwithstanding they are inferior; but Government having made an alteration, they only pass current at 7s. 6d. Guineas, sovereigns, and Bank notes are generally at a premium; passengers returning to England preferring to put up with the loss here to that in England, upon the sale of East India coins.

Weights and Measures.—All weighable commodities are bought and sold by avoirdupois weight, and the English yard is the common measure for cloth, linens, &c.

ASCENSION.—This island is about 250 leagues N. W. of St. Helena. It is three leagues long from N. to S., and about two from E. to W., and evidently of volcanic origin. It is covered with a reddish earth, not unlike brick-dust, and the hills are strewed with a large quantity of rocks, full of holes and pummice-stones: the whole island has a dismal appearance. It may be seen about 10 leagues distant in clear weather. There are neither springs nor streams on the island; water is found in some hollows, but it very soon evaporates. There are a number of wild-goats, which are very lean; some rats and mice, and a few insects.

This island is at present only frequented on account of its turtles, of which it furnishes the finest in the world; their weight is in general from 4 to 700 lbs. and may with care and caution be taken to any extent. The anchoring place is on the N. W. side of the island, off Sandy Bay. A good mark for anchoring is to bring Cross Hill on the middle of Sandy Bay; when it bears S. S. E. and 10 fathoms, you will be about half a mile off shore. There is a great surf upon the shore, and the landing is troublesome.

The centre of the island is in latitude 7° 52′ N., and longitude 13° 54′ W.

FERDINAND NORONHA.—This island is situated near the Coast of Brazil, in latitude 3° 55′ S., and longitude 32° 35′ W.; and in the event of any circumstance preventing the homeward-bound East India ships from touching at St. Helena, their instructions from the Company are to proceed to Ferdinand Noronha.

This island is about ten miles long and two broad, and is remarkable for a high rocky peak, called the Pyramid, very barren and rugged; and by its S. W. point, named the Hole in the Wall, which is pierced through, and gives a free passage to the sea. The S. point is distinguishable by a little rocky islet that appears like a statue. There are two harbours capable of receiving ships of the greatest burthen; one is on the N. side, and the other on the N. W. The former is in every respect the principal both for shelter,

capacity, and goodness of its bottom; but both are exposed to N. or N. W. winds. It is subject to the Government of Pernambuco, and is peopled with exiles from Brazil and Portugal.

The Roccas, a very dangerous low isle or reef, lies between this island and Brazil, about 50 miles W. of the former.

Provisions and Refreshments.—Cattle, sheep, poultry, and vegetables are to be procured here, but they are dear; water is rather a scarce article in the dry season. The well which supplies the shipping, is near the Governor's house; but the landing the casks, and getting off the water, is inconvenient, on account of the surf. The wood is cut on a small island near the N. point of the large one, called the Wooding Island; but there is much difficulty in getting it off.

Vessels employed in the southern whale fishery occasionally visit the island for supplies.

AZORES, or WESTERN ISLANDS, are nine in number, *viz.* Flores, Corvo, Fayal, Pico, Terceira, Graciosa, St. George, St. Michael, and St. Mary, exclusive of small islets or dangers contiguous to some of them. Azores is corrupted from the original name given to these islands by the Portuguese, Ilhas dos Açores, or Hawks' Islands, from the number of those birds seen there.

FLORES, the westernmost island, extends about 3½ leagues N. and S.; the N. extremity of which, called Point Delgado, is in latitude 39° 33′ N., and longitude 31° 11′ W.

CORVO, separated from the N. end of Flores by a safe channel about 4 leagues wide, is the north-westernmost of the group, its N. extremity being in latitude 39° 44′ N. There is a small bay on its S. E. side, and a village, where stock and a few refreshments may be procured.

FAYAL, the westernmost of the central group, is high, about three leagues in extent, of a circular form, and its W. extremity is in latitude 38° 34′ N., and longitude 28° 52′ W. On its S. E. side is a good bay, in which the town is situated; the points forming the bay, which is nearly 1½ mile deep, bear nearly N. E. and S. W. from each other, about two miles' distance. The ground is in many parts foul; and when the wind blows from the S., a heavy sea is thrown in. The common anchorage is with the Town N. W. half a mile distant.

There are several English merchants settled at Fayal, who carry on a trade with the neighbouring islands, more particularly in wine, which, though principally produced on Pico, bears the name of Fayal wine; and in some years, from 8 to 10,000 pipes are exported, exclusive of what is retained for the consumption of the inhabitants. It also produces large

quantities of corn; and provisions and refreshments of all kinds are to be procured.

PICO is separated by a narrow channel from Fayal. The peak from which the island takes its name, is situated near the S. W. part, in latitude 38° 27′ N., and longitude 28° 28′ W. It is a very remarkable mountain, of a circular form, and terminating on its summit in the figure of a sugar-loaf, extremely regular in its shape. It is 7,000 feet above the level of the sea, and in fine weather may be seen 25 leagues. This island has several towns well inhabited, and produces yearly from 16 to 24,000 pipes of a white wine, of a remarkably salubrious quality, something between Madeira and Hock. This wine has of late years been much improved; it becomes quite mellow in about three years, or in about eight months, if sent on a sea voyage. The Passado, or Fayal Malmsey, is peculiar to this island. The method of making it is as follows:—when the grapes are ripe, the choicest bunches are culled, and exposed for fifteen days on large lava stones, and the grapes are turned every day, so that all the watery particles are exhaled; when afterwards compressed, their juice is quite thick and luscious, and brandy is put in to preserve it, so that it becomes quite a cordial. The chief exportation of wine is to the West Indies, for the use of the British navy and army. As the principal part of the island of Pico belongs to the inhabitants of Fayal, all the wine is shipped off from the latter, and thus it is called Fayal wine. Besides cedar, and other timber, it produces a wood called Teixo, which is extremely hard, and when polished, is beautifully veined, and of a bright scarlet colour; it is highly esteemed, and is reserved for the use of the Portuguese Court.

ST. GEORGE is about three leagues from Pico. There is a small road on the S. side of the island, and a town called Villa de Vallas, where the small vessels belonging to the island lie sheltered from every wind.

GRACIOSA is separated from the N. end of St. George by a safe channel, about eight leagues wide. The principal town is Santa Cruz on the N. E. side of the island, where vessels anchor. The produce of this island and St. George is sent to Terceira in small vessels built here.

TERCEIRA.—This island is about eight leagues from the S. E. point of St. George; it is about six leagues in length from E. to W., and of a moderate height. Its principal bays are Porto Praya on the N. E., and Angra on the S. E. side.

Porto Praya Bay is the largest and best in the Western Islands, and is capable of receiving a fleet of ships at its anchorage; it is in the form of a crescent. Vessels may anchor in 16 to 20 fathoms, the town

bearing from N. W. to N. N. W. There is a good landing-place for boats near the castle.

Angra Bay is known by means of a remarkable forked hill near the sea, named Mount Brazil; the bay is about half a mile broad, and open to all winds from S. S. W. by the S. to the E. The S. W. sea, in particular, which sets round Mount Brazil on the W. side of the bay, is tremendous. The ground, excepting a very small part of it, is so rocky, as to make it requisite to moor with four anchors. Vessels may safely remain in the roads from May to September, when the winds are light, and blow from between W. and N. W. At the commencement of winter the winds are so violent, that upon the least appearance of bad weather, it is necessary to put to sea, the coast affording no shelter.

The city of Angra, in latitude 38° 39′ N., and longitude 27° 12′ W., is the metropolis of the Azores, and the residence of the Governor. It is well built and peopled, and is an Episcopal See, under the Archbishopric of Lisbon; it has five parishes, in one of which, St. Salvador, is the cathedral; four monasteries, and four nunneries. It is surrounded with strong works, and has a large castle mounted with heavy cannon.

In this city are kept the royal magazines for naval stores, for the men of war and merchant ships. The maritime affairs are under an officer, called the Desembargador, who has persons under him who pilot ships into the bay, and supply them with provisions, water, and other refreshments, which are here plentiful, and at very moderate prices.

ST. MICHAEL, separated from Terceira by a safe channel, about 24 leagues wide, is the longest of the Azores, being 10 or 11 leagues in extent E. and W., and only two or three in breadth. The principal town, called Ponta del Gado, is on the S. side of the island, where vessels anchor in a small bay near the shore; but it affords little shelter from the storms that frequently happen in winter. The W. point of the island, called Ferraria, is in latitude 37° 54′ N., and longitude 25° 59′ W. The town has a handsome appearance from the sea. The principal fortification is the Castle of St. Braz, which is close to the sea, at the W. extremity of the town. About three miles to the E. are two small forts. There is a mole for the protection of the small craft, which might at a small expence be made capable of receiving vessels of a considerable draught of water.

St. Michael is the largest in extent in square miles of any of the Western Islands, and is the most productive of all kinds of grain, as well as animal and vegetable food; it may with propriety be termed the granary of Lisbon; as, upon a moderate computation, in a year of favourable crops, it produces grain

sufficient for ten times the number of its inhabitants. The population has been estimated at 100,000.

Trade.—The commerce of St. Michael with Great Britain is very extensive; from thence the Portuguese natives are supplied with the various commodities suitable to their wants, which are similar to those enumerated at Madeira: in exchange for which, about fifty or sixty vessels sail annually with fruit, to the extent of from 60 to 80,000 boxes of oranges and lemons.

From the United States of America are received staves, rice, fish, pitch, tar, iron, and a variety of East India goods, which are paid for chiefly in wine.

The principal productions of St. Michael are Indian corn, wheat, barley, broad beans, and calavances, an immense quantity of the finest oranges and lemons, grapes of every sort, and melons, with various other fruits.

Provisions and Refreshments of all kinds are to be procured at reasonable prices. Poultry and eggs are easily procured at a very small expence, as well as an abundant supply of vegetables. Turkies and sheep are to be got, but they are very indifferent. Butter is difficult to be met with.

ST. MARY, the easternmost of the Azores, is about 12 leagues to the S. of St. Michael; the W. point is in latitude 36° 57′ N., and longitude 25° 16′ W. On the S. side of the island are a small bay and town, frequented by small coasting vessels.

SECTION XXXI.

NEW SOUTH WALES and VAN DIEMEN'S LAND.

New HOLLAND, now called Australasia, is a vast island, or rather continent, extending from E. to W., about 43 degrees of longitude, in the medial latitude of 25°; being thus about 2340 geographical miles in length. Its breadth, from N. to S., is about 28 degrees of latitude, or 1680 geographical miles.

The discovery of New Holland is claimed by the Dutch, who assert

that it was first seen by navigators of their nation, in the year 1616, when it bore the name of Terra Australis Incognita. But there is a chart in the Harleian Collection, dated 1542, exhibiting an extensive tract of country south of the Moluccas, called Great Java, which agrees more nearly with New Holland than with any other country, especially the N. W. coast.

The first English navigator, who appears to have seen any part of New Holland, was Dampier, who, in 1668, touched at the N. W. coast for refreshment. In 1770, Captain Cook visited it, and in the course of his voyages, left but a part of its circuit unexplored. The Eastern Coast was most particularly examined by him; and he took formal possession of it, in the name of the King of Great Britain, giving it the name of

NEW SOUTH WALES.—This territory, now generally denominated Australia, is at present divided into four counties: Cumberland, Camden, Argyle, and Westmoreland. The first, which is bounded on the E. by the sea, on the S. by hills, and on the other sides by the rivers Nepean and Hawkesbury, is computed to be 53 miles from N. to S. Its greatest breadth from the sea to the base of the Blue Mountains, is 46 miles. It contains the principal town of Sydney, and those of Paramatta, Windsor, and Liverpool. The external appearance of the Coast of Cumberland is sterile; and there is a great want of water in the interior.

Camden is the tract lying between the Shoal Haven river and the Nepean; the County of Argyle adjoins that of Camden to the S. W., being separated from it by the river Wingee Caribbee. It is bounded on the S. and W. by the Shoal Haven river, the Cookbundoon, and the Wolondilly. This district abounds with good timber, vigorous natural grasses, Davyesia, and wild indigo. The limits of Westmoreland County are not yet defined; it includes the settlement of Bathurst, and the tracts of land discovered and occupied to the W. of the Blue Mountains.

At the close of the American war, it was determined to make a settlement in New South Wales, for receiving felons sentenced to transportation. The spot fixed upon was a spacious bay on the S. E. coast, called by Capt. Cook, Botany Bay, from the variety of unknown vegetables he found there. The bay was supposed to afford perfect shelter and good anchorage; but when the first embarkation of convicts arrived, it was found that the water in the bay was too shallow for large vessels, which lay exposed in the road; and that the intended site of the colony was in other respects objectionable. The expedition proceeded, therefore, about five miles, to a place since called

PORT JACKSON, where they landed, and laid the foundations of a town named Sydney. Port Jackson is considered to be one of the best and safest harbours in the world. Its entrance is in latitude 33° 50′ S., and lon-

gitude 151° 25′ E. There is no particular mark by which it can be known; the latitude is the best guide. Soundings generally extend 4 or 5 leagues off.

SYDNEY COVE, the seat of Government, and principal settlement in Australia, and to which those on Van Diemen's Land are subordinate, is about 5 miles within the Heads, on the S. side of the great southern arm of the Harbour of Port Jackson. The town is situated at the base of two eminences, a rivulet traversing the centre. It is rapidly enlarging, and the number of its inhabitants is fast increasing. According to the official returns in the year 1820, the number of inhabitants in New South Wales was 23,939, whereof 15,249 were, or had been convicts. Of this number, the residents at Sydney, and the adjoining districts, amounted to 12,079, including 4457 convicts. The largest proportion of the free class in the colony consists of individuals born in the country, of whose character Mr. Bigge, the Commissioner appointed by the Prince Regent to enquire into the state of the colony, in the year 1821, has given the following interesting particulars:—

"They are generally tall in person, and slender in their limbs, of fair complexion and small features; they are capable of undergoing more fatigue, and are less exhausted by labour, than Europeans; they are active in their habits, but remarkably awkward in their movements. In their temper they are quick and irascible, but not vindictive; and I only repeat the testimony of persons who have had many opportunities of observing them, that they neither inherit the vices nor the feelings of their parents (the convicts). Many of the native youths have evinced a strong disposition for a seafaring life, and are excellent sailors; and no doubt can be entertained that that class of the population will afford abundant and excellent materials for the supply of any department in the commercial or naval service."

The ravages to which the town and district of Sydney are exposed from the inundations of the Hawkesbury are very great. Although the alluvial deposit made by the inundations is rich, the loss both in labour and grain is often considerable. Its lands are infested, also, with a plant, called in the colony, the silk cotton plant, which was brought thither under a belief that its down might be useful in manufactures.

The colony, being now in possession of a charter, and other privileges granted by the Crown, is rising fast into importance.

Trade.—Besides its trade with Great Britain, New South Wales carries on a considerable commerce with Bengal, from whence it imports chiefly sugar, spirits, soap, and cotton goods; with Canton, (which is carried on by India built vessels); the articles brought from whence are tea, sugar candy, nankeen, China silks, and (according to Mr. Bigge's report) wearing appa-

rel made of British woollens, sent from England to Canton. A few successful attempts have been made to supply the China and Batavia markets with sandal-wood, pearl shells, and beech de mer, from the Fejee and Marquesas islands; but this branch of the colonial trade is understood to have declined. A growing trade has begun between New South Wales and the islands in the South Sea.

The principal products of the colony are as follow:—Wool of very fine quality, which has been much improved by the introduction of the Merino breed of sheep; tobacco of an excellent kind, flax from the *Phormium tenax*, or New Zealand plant; bark for tanning, of a species of *Mimosa;* gums, of which the red is considered to be a species of Kino; timber and wood of various kinds, ornamental as well as for building—the latter distinguished for hardness, heaviness, and durability, though the cedar is said to be diminishing fast. A redundant quantity of wheat is produced in the colony, and constitutes an article of export; and coals, which abound in the colony, have been exported to Batavia and to Calcutta. A whale-fishery is likewise carried on upon the coasts, and with encouragement is likely to be productive, since both the black and sperm whales are, at particular seasons, found in great numbers along the E. coast of New Holland.

The trade of this colony with the Mother Country is seen from the following detailed account, which comprehends (unavoidably) the trade of its dependencies on Van Diemen's Land.

An Account of the Trade of Great Britain with New South Wales and the Dependencies.

YEARS.	OFFICIAL VALUE OF IMPORTS INTO GT. BRITAIN.	OFFICIAL VALUE OF EXPORTS FROM GREAT BRITAIN.		
		Produce & Manufactures of the United Kingdom.	*Foreign and Colonial Merchandise.*	*Total.*
	£	£	£	£
1818	5,111	9,301	772	10,073
1819	6,899	40,906	7,876	48,782
1820	5,030	84,242	33,844	118,086
1821	22,639	100,563	13,642	114,205
1822	16,592	176,130	37,613	213,743
1823	51,376	137,908	42,808	180,716
1824	47,409	145,142	67,512	212,654

The following account shews the amount of the principal articles of import and export from and to New South Wales and the Dependencies, during the last three years of the aforegoing statement.

IMPORTS.

	1822.	1823.	1824.
Cedar ......Tons.	6	422	1608
Oil, train and spermaceti ......Tuns.	434	651	619
Mother o'pearl shells......lbs.	——	——	197,168
Skins, seal ......No.	5662	12,272	38,866
Wool, sheep's ......lbs.	138,498	477,261	382,907

OFFICIAL VALUE OF EXPORTS.

	£	£	£
Agricultural Implements	4,344	2,154	1,019
Apparel, slops, and haberdashery	17,746	14,731	20,122
Beef and pork, salted	6,223	4,069	1,749
Beer and ale	3,677	4,543	3,223
Books, printed	790	1,108	1,637
Brass and copper manufactures	2,160	1,194	736
Cabinet and upholstery wares	4,397	4,308	2,981
Cordage	1,004	1,016	491
Cotton manufactures	30,526	20,658	45,800
Glass and earthenware	4,026	2,523	1,849
Hardware and cutlery	15,090	6,789	3,342
Hats of all sorts	4,109	2,565	3,020
Iron & steel, wrought & unwrought.	19,499	19,076	10,794
Leather and saddlery	5,123	3,521	2,707
Linens	6,262	4,410	3,574
Musical instruments	1,003	580	1,546
Plate, plated ware, jewellery, and watches	2,388	3,642	2,796
Painters' colours	2,455	1,428	809
Silk manufactures	1,187	1,434	2,599
Soap and candles	3,820	2,522	3,960
Stationary	4,243	3,403	3,514
Woollen goods	17,140	14,311	10,315
Other articles	18,918	17,923	16,559
Total of British and Irish produce and manufactures	176,130	137,908	145,142
Foreign goods, consisting chiefly of wines and spirits	37,613	42,808	67,512
Total......£	213,743	180,716	212,654

The extent of the trade between Calcutta and New South Wales is thus shewn in the Trade Reports of the Presidency:—

		Imports into Calcutta.		Exports from Calcutta.
Years.		*Merchandise.*	*Treasure.*	*Merchandise.*
1818–19	S. R.	11,443	1,37,250	2,99,588
1819–20	"	9,685	11,250	5,86,778
1820–21	"	61,391	5,625	2,12,187
1821–22	"	6,617	——	2,56,368
		89,136	1,54,125	13,54,921

The chief articles of export from Calcutta to New South Wales were piece-goods, (of which, in 1821, there were 138,561 pieces exported,) sugar, and rice.

The coasting trade employs about 30 vessels, which are small, badly equipped, badly navigated, and ill qualified to resist the heavy gales with which the coast is sometimes visited. The trade between Van Diemen's Land and New South Wales consists of supplies from England through the latter to the former, and of wheat, salted meat, and potatoes, sent in return. The quantity of corn exported from the settlements on Van Diemen's Land to Port Jackson is considerable, amounting in six years, ending 1820, to 107,664 bushels of wheat.

Regulations.—By the Act 59 Geo. III. c. 122, vessels of less than 350 tons may trade between Great Britain and New South Wales.

The following is an abstract of the Port Regulations promulgated by the Governor of New South Wales in 1819, which are applicable to Port Jackson, and all the ports and harbours within the territory and its dependencies.

A vessel arriving off or near the Heads of Port Jackson, is to be taken in charge by a port pilot, and to be boarded by the naval officer, to whom the master is to deliver the ship's papers and proper documents, and a correct list of the ship's company, and to afford such information concerning the voyage, &c. as may be required. Public dispatches, letters, and packets, and the Post Office letter bags, to be delivered immediately to the naval officer, or his deputy; penalty, £20 per day, any such dispatch, &c. shall be delayed.—Foreign ships are not to proceed further up the harbour of Port Jackson than Neutral Bay, without special permission.

No person is permitted to land from any vessel arriving in the harbour, without permission, under penalty of £5, to be paid by the master of the ship, and another £5 to be paid by the person landing. No persons may

land in any part of Sydney Cove, but at the King's Wharf, except from Government, or King's boats, or by special permission of the Governor; penalty, prosecution for a misdemeanour, and forfeiture of the boat.—No person but the naval officer, or a person specially authorized, may go on board a vessel in the harbour, until the cargo has been reported, and the proper bonds shall have been given, and permission obtained to hoist the admission flag: penalty £5, to be paid by the master of the ship, and £5 by the offender.

Masters, or other persons belonging to ships, are duly to answer challenges by sentries when on shore. Masters must execute bonds with sureties, that they will observe the Port Regulations; and that they will carry away no person from the Colony without permission; and that their vessels shall not depart until duly and fully cleared; and that they will not export the silver or copper coin in circulation within the Colony. Masters of vessels are also to furnish the public bellman of Sydney, before the admission flag is hoisted, with a correct list, under his signature, of his crew, in order that all credit to the ship's company may be duly cried down; and no subsequent claim upon the crew, during the ship's continuance in the port, shall prevent a seaman from proceeding to sea on board the vessel by which he arrived.

Any goods landed, or delivered out of the ship, with intention to land, at any place in New South Wales, other than is specified in the manifest and entry of the cargo, may be seized. Wine, beer, spirits, and all strong liquors, discharged or unshipped from any vessel, without special and proper licence from the Governor, may be seized, and the master may be fined £50. Arms, ammunition, naval or military stores, unshipped or landed, or wilfully suffered by the master to be landed or unshipped, without special permission in writing from the Governor, to be forfeited, and the master to be subject to a fine of £50.

Goods and packages discharged from a vessel in the harbour, to be landed at the King's wharf only, or they will be liable to seizure.

Persons landing without the Governor's permission, on Garden Island, Cockle Bay, or Farm Cove, after sunset, are liable to prosecution for the misdemeanour, and the boats to seizure.

Boats employed in smuggling are liable to seizure; and any person privy to, or assisting in, smuggling, liable to be sent to hard labour.

Masters of vessels lying in Sydney Cove, from whence iron hoops, stones, gravel, ballast, or rubbish shall have been thrown below high water mark, are liable to a fine of £5. Masters knowingly leaving persons behind in the Colony, without the Governor's permission, will be held responsible

for all expences incurred thereby, and be liable to prosecution for the misdemeanour, as well as to proceedings at law for breach of bond. Masters must keep a watch day and night on board their ships; if of under 100 tons, two men; if of 100 tons and upwards, four men: they are also responsible for the proper conduct of their crews whilst in the port. The master or inferior officer of a vessel, who engages any seaman belonging to another ship in the harbour, who is not duly discharged, is liable to a fine of £15.

Seamen absconding may be apprehended, and confined in gaol: all gaol fees and expences to be paid by the master of the ship. Seamen, or other persons, purchasing Government stores, liable to be punished with rigour. Seamen, or other persons, found in the Colony after the vessel in which they arrived, shall have departed, may be apprehended, and put to Government labour till sent away.

No spirits, wine, beer, or other liquor of like kind, to be sold or given to the natives from on board; and any personal injury or insult offered to male or female natives, to be punished, as if offered to any other subject of His Majesty.

The corpses of persons dying on board ship in the harbour, to be interred in the public burial ground.

Masters of vessels are to give public notice twice successively in the Sydney Gazette, of the time the vessels leave the port; and to leave at the Secretary's office a written notice, at least ten days previous to the muster of the ships' companies. Other persons, except crews of the vessels, must, previously to leaving Port Jackson, (unless by special permission of the Governor), give public notice thereof, twice successively, in the Sydney Gazette, (the first notice to be at least ten days previous to the ships' clearance); and also procure a certificate from the Judge Advocate's Office, (dated at least eight days after the first notice aforesaid), that no detainers are in force against them.

No vessel, though cleared, may depart, if verbal suggestion be given by a civil, military, or naval officer, that the Governor finds occasion to detain it, on pain of being fired at, and the master being proceeded against on his bond.

The master of every vessel sailing from this port to China or India, must give bond not to land in any part of the East India Company's territories, any person from the Colony, without permission of the Governor-General of India, or other Governor in those territories. The master of a vessel to whom letters or packets shall be delivered for the Governor-General of India, or elsewhere, must enter into bond for their due delivery.

No vessel is to unmoor or quit anchorage in the Cove until ready for

sea, and having a port clearance; or, having unmoored, and made sail, is to anchor again within the heads or harbour of Port Jackson, unless forced through the weather, or by accident.

The pilot in charge of a vessel casually detained, is to remain on board three entire days, or longer, if by occasion of winds, weather, or tides, without further charge; nor is he at liberty to quit the ship, however long, or on whatever account detained, if 8s. per day be tendered to him.

DUTIES.—The following is a schedule of the duties on goods imported:

		£	s.	d.
Spirits	per gallon	0	10	0
Wine	do.	0	0	9
Tobacco	per lb.	0	4	0
Coals	per ton	0	2	0
Sandal wood	do.	2	10	8
Pearl shells	do.	2	10	8
Beech de mer	do.	5	0	0
Oil, spermaceti	do.	2	10	0
——black whale	do.	2	0	0
Skins, seal	each	0	0	1½
—— hare and kangaroo	do.	0	0	0½
Timber:—Cedar, or other timber, imported from Shoal Haven, or any other part of the coast (except Newcastle) when not supplied by Government labourers	per solid foot	0	1	0
Ditto; spars from New Zealand, or elsewhere,	per score	1	0	0
Ditto; imported from Hunter's River, *additional*,	per 1000 feet	3	0	0
Ditto; either in log or plank, imported from New Zealand	per solid foot	0	1	0
Goods, wares, and merchandise, not the growth, produce, or manufacture of the United Kingdom, imported directly from thence into the Colony,	per cent.	5	0	0

Coals pay an export duty of 5s. 6d. per ton; and timber from Hunter's River, £3 for every 1000 feet.

PORT CHARGES.—The following are fixed by Government regulation:—

Lighthouse Dues.—A charge of 2d. per ton is levied upon every vessel entering within the heads of Port Jackson, to defray the expences of the lighthouse erected there.

Anchorage Rates.—If any vessel remove from anchorage or moorings to other anchorage or moorings, not for the purpose of sailing, or proceeding on the voyage, the following charges are payable to the Harbour-master:—

	£	s.	d.
For a vessel under 200 tons	0	15	0
——— 200 and under 300	1	0	0
——— 300 and under 400	1	10	0
——— 400 and under 500	2	0	0
——— 500 and upwards	2	10	0

Hire of Mooring Chains, &c.—If a vessel use the mooring chains or buoys, on the heaving down place in Sydney Cove, the following charges are payable:—Heaving down place, per day, 18s.; mooring chains or buoys, per week, 21s.

Wood and Water.—Masters of vessels requiring wood and water, are to be supplied at such place as the naval officer, or his deputy, may direct, paying to him the following rates:—

	£	s.	d.
A vessel not exceeding 100 tons	1	0	0
——— above 100 and not exceeding 200	2	0	0
——— above 200 and not exceeding 300	3	0	0
——— above 300 and not exceeding 400	4	0	0
——— above 400 and not exceeding 500	5	0	0
——— upwards of 500	6	0	0

Persons taking wood and water without due permission, are subject to prosecution, and the boats to seizure.

Pilotage.—The charges for pilotage of vessels into or out of the harbour, from or to a distance of two leagues out at sea, are as follow:—

	£	s.	d.
Vessels drawing less than 7 feet	4	0	0
——— from 7 to 10 feet	5	10	0
——— 11 feet	5	15	0
——— 12 feet	6	16	0
——— 13 feet	7	5	0
——— 14 feet	8	0	0
——— 15 feet	8	10	0
——— 16 feet	9	10	0
——— 17 feet	10	5	0

	£	s.	d.
Vessels drawing 18 feet	11	16	0
——— 19 feet	12	10	0
——— 20 feet	14	0	0
——— above 20 feet	15	0	0

Ships not having British registers, or from the East India Company, and not chiefly laden with corn or provisions, not on Government, but private account, are chargeable with one-fourth more of and at the rates above specified. No charge, however, is to be made but for half a foot; but if for half a foot exceeding the above draughts, then at the medium price between those limits.

Fees.—The following fees are payable in the Colony:—

At the Secretary's Office, viz.

	£	s.	d.
On registering vessels exceeding 40 tons per ton	0	1	0
To the principal clerk	0	10	0
For all vessels not exceeding 40 tons	2	0	0
To the principal clerk	0	10	0
On affixing official seal to clearances of vessels for foreign voyages, or fishing per ton	0	0	6
For every person on leaving the Colony	0	2	6
Transcripts of all papers per folio of 72 words	0	1	3
Licences for colonial vessels, coasting to the Coal River, Hawkesbury, or elsewhere, not extending to Van Diemen's Land, or Bass's Straits	0	5	0

At the Naval Office, viz.

	£	s.	d.
Entry of a ship with articles for sale, and in Government service	0	15	0
Ditto not in Government service	1	10	0
Entry of a ship with no articles, not in Government service	0	15	0
Entry of foreign vessels	3	0	0
Permission to trade	1	1	0
Dues of each bond	0	10	0
—— of port clearance	0	5	0
—— to naval officer's clerk	0	2	6
—— for permit to land spirits and wine per cask	0	0	6

	£	s.	d.
Deeds of entry and clearance for colonial vessels, *viz.*			
To the Hawkesbury	0	4	0
To New Castle	0	10	0
To the Fishery, or Settlements at the southward	0	10	0
Naval officer's clerk	0	2	0

The naval officer also receives 5 per cent. on all duties collected at the port.

Wharfinger's Fees, viz.

	£	s.	d.
On every bale, cask, or package landed or shipped	0	0	9
Metage of coals per ton	0	2	6
Measuring timber per 100 feet	0	2	0

*** A reduction of several, and an abolition of some of the charges (as well as duties) at the Colony, were recommended by the Commissioner; but it is uncertain what reductions are made.

Provisions and Refreshments.—Provisions of all kinds may be procured at Sydney; beef, mutton, pork, and kangaroo flesh; fowls, eggs, butter, bread, potatoes, and fruits. But the prices fluctuate extremely. Bread is seldom so cheap as in England; the loaf of 2 lbs. selling for 5d. or 6d. To prevent the reduction of stock in the territory, the Government levies a duty upon slaughtering cattle. Except potatoes, the price of no article of provision is reasonable in the Colony.

Coins.—The circulating medium consists of British money, and likewise of Government dollars. There is a bank at Sydney, and its notes pass current in the Colony. The duties are payable either in sterling money, Government dollars, store receipts, approved bills by the Commissary on the Treasury or the Colonial Agent, or in the notes of the Bank of New South Wales. In the sale of commodities, bills of long date are usually given.

The uncertainty in the relative value of British money, which has been the standard, has produced great embarrassment occasionally, and affected the value of every species of property; insomuch that it became necessary to stipulate in bargains, the mode of payment.

Weights and Measures.—These are the same as in England.

GUMS TO BE FOUND AT NEW SOUTH WALES.—The red Gum of Botany Bay is produced by the *Eucalyptus resiniferus*, a tree of considerable size, growing to a great height before it puts out branches. The gum may be drawn from the tree by tapping, or taken out of the veins

of the wood when dry. The wood is heavy and fine grained; but being intersected by the channels containing the gum, splits and warps.

This gum is said to be the finest species of kino (*Gummi rubrum astringens*), which used to be imported from Africa, and is said to be there produced by a species of *Pterocarpus*. Kino is very friable, easily breaking between the fingers; without smell; of an opaque, dark-reddish colour, appearing almost black in the mass, and when powdered, of a deep lateritious red. In chewing, it first crumbles, then coheres slightly, and soon seems to dissolve, with a very astringent, slightly sweet taste. It has been confounded with true gum Senegal, and also with dragon's blood. It is easily distinguishable from both by its stypticity when tasted. Its astringent properties render it a very useful drug, and a powerful remedy for the dysentery. Kino is occasionally brought from India under the name of gum dawk. This is probably the produce of the *Butea frondosa*, which Dr. Roxburgh (Flor. Cor., Tab. 21) says exudes a gum rich in colour as the ruby, and astringent.

The YELLOW Gum of Botany Bay is strictly a resin; it is insoluble in water, and in appearance resembles gamboge, but does not stain. It is generally dug out of the soil under the tree which produces it, from whence it drops; and it is probably what Tasman calls gum lac of the ground.

BASS'S STRAIT.—Between New Holland and Van Diemen's Land is a strait, about 30 leagues wide, called Bass's Strait, from Mr. Bass, who, with Captain Flinders, circumnavigated Van Diemen's Land, and thereby proved the correctness of his own conjecture, that the latter was separated from the former by a navigable strait.

The passage through Bass's Strait, and round Cape Van Diemen, has sometimes been made by vessels which left England too late to pursue the ordinary route to China; and instead of passing through any of the straits E. of Java, (as usual, when late in the season), they have proceeded round New Holland, by the way of the Pacific Ocean.

In approaching the strait from the westward, great caution should be used; and it is better that it should not be entered in the night time. Vessels may anchor conveniently in the strait with easterly winds, under the N. W. end of King's Island; or Port Phillip (on New Holland) just within the entrance on the S. side; or Hunter's Isles, between Three Hummock and Barren Islands, taking care not to anchor too close to the weather shore, lest the wind suddenly change.

PORT PHILLIP is the westernmost harbour on the N. side of the strait; the entrance is in latitude 38° 19′ S., about 4 leagues to the E. of a bluff headland without trees, rising from low, but thickly wooded land:

the soundings, about three miles from the entrance, are 12 and 13 fathoms, decreasing to 7 and 8. A reef projects from each side of the entrance. The harbour is excellent, but there is no fresh water in the vicinity of the entrance; the nearest being found at the S. E. angle of the harbour, to the W. of the hill called Arthur's Seat.

VAN DIEMEN'S LAND is an island, the medial length of which is about 160 geographical miles from N. to S., and the breadth 145 from E. to W. It is situated between the latitudes of 41° and 40° 32′ S., and between the longitudes of 144° 32′ and 148° 25′ E. Its surface is undulated, and diversified with mountains and dales, forests and meadows. It has lakes, rivers, and inlets; and its climate is temperate, not very different from that of England, though less subject to sudden changes. It is divided into two counties, Buckinghamshire and Cornwall; the former extends from the S. coast to the 42d deg. of latitude, including Hobart's Town within its limits; the latter reaches from the same line to the N. coast, and comprehends the town of Launceston.

The W. coast is of a rocky and sterile aspect; but it contains an excellent harbour, called Port Davey, in latitude 43° 28′ S., longitude 146° E. It has not only abundance of fresh water, but the shores abound with Huon pine.

The S. coast is of a similar character to the W.; it is mottled with rocks of white quartz and black basalt, and the projecting points are high, steep, and barren. Port d'Entrecasteaux, at the W. extremity of the bay formed by the S. Cape of Van Diemen's Land, and Tasman's Head, is safe, and convenient for procuring wood and water. D'Entrecasteaux's Strait affords safe anchorage in from 20 to 6 fathoms, soft mud, occasionally mixed with sand. Fresh water may be procured, but it is difficult to get the casks to the boat, on account of the muddy shores.

STORM BAY is a deep gulph, formed between Cape Pillar and Cape Frederick Henry, and stretching to the N. W. A channel at its N. W. angle leads to

DERWENT RIVER, which is safe and navigable for large ships to a considerable distance. At the entrance it is 2 miles wide, with depths of from 10 to 12 fathoms; the point on the E. side is rocky; but Shoal Point on the S. shore, is the only place of danger, and here the river is contracted to half a mile. Upon this river is a settlement, made by a colony from Port Jackson, called

HOBART'S TOWN.—This town is built at the foot of a lofty mountain, called Mount Wellington, near a river, named the Jordan, which is confined to deep pools, or narrow channels, in summer, and overflows its

banks, inundating the country to a considerable distance, in winter. The cultivated districts of Buckinghamshire are more productive than the soil of New South Wales, and the grain of the wheat is larger and heavier. Since 1811, the progress of improvement at Hobart's Town has been very rapid. The wretched huts, of which it was then composed, have given place to substantial buildings, laid out in regular streets, of a good width, though unpaved. The number of houses is about 700, chiefly brick. The public buildings consist of a Church, a handsome brick structure; a Court-house, of stone; Governor's residence, Government store, hospital, and gaol. The inns are paltry, and ill adapted to receive strangers. The inhabitants are not at first sight prepossessing in dress and appearance, and the state of society is not spoken of generally in favourable terms, as many of the settlers are men of broken fortunes. The merchants combine the wholesale and retail business, and are mostly seen behind a counter.

The anchorage in the harbour is safe and convenient: a large and substantial quay is thrown out, for the facility of landing goods, and ships of considerable burthen may lie within hail of it.

Trade.—The principal articles of export are wheat and potatoes, which constitute the staple agricultural products; also wool, hides, whale oil, and skins. The latter articles are shipped for Europe. The wheat is exported to New South Wales in considerable quantity, and occasionally to the Mauritius and Rio Janeiro. From 1815 to 1820, the quantity of wheat exported from Hobart's Town to Port Jackson was 60,309 bushels. The wool of Van Diemen's Land is not equal to that of New South Wales, owing probably to want of equal attention being paid to it; but a society has lately been established there for encouraging its growth and improvement.

The accounts of imports, and other commercial details, are blended with those of Sydney, already given.

Duties.—The duties of Van Diemen's Land are the same as those levied in New South Wales. The following account of the duties received upon goods imported into Hobart's Town, for a period commencing July, 1815, and ending December, 1819, will shew the progressive increase of its trade up to that date:—

Duties received in 1816	£2877.	Duties received in 1818	£5305.
Ditto in 1817	4819.	Ditto in 1819	7250.

These duties are exclusive of those on spirits, wine, and tobacco, imported from Sydney, which are received in the latter port.

Coins, Weights, and Measures.—These are also similar to those at

the seat of Government; except that much of the *currency* here consists of notes of hand, or what are termed I. O. U.'s, payable at sight; these are issued by any individual, and are negotiable in proportion to the credit of the issuer. Much business is also transacted by barter: sheep being exchanged for sugar, rum, or tobacco. Both practices, however, are now less common than formerly, owing to the issuing of notes by the bank at Sydney.

With the exception of OYSTER BAY, in latitude 42° 42′ S., longitude 148° 8′ E., formed on the W. side of an island separated from Van Diemen's Land by a strait, there seems to be no harbour of consequence known on the E. coast.

The N. coast contains only one harbour, which is

PORT DALRYMPLE, situated in latitude 41° 3′ S., longitude 147° 11′ E. The harbour is difficult of access, and its entrance is not easily discerned. The shoals which beset the passage are dangerous, and mostly covered at half-tide.

A considerable intercourse subsists between this port and New South Wales. It is a very large corn district; and there is a communication betwixt Port Dalrymple and Hobart's Town by land; the distance is about 150 miles.

TRADE.—The trade by sea is almost wholly confined to Port Jackson; consequently manufactured and other goods are charged here with double freight and charges. At the period of Mr. Bigge's Report, the difference in prices of common articles between Sydney and Launceston, (a town situated at some distance from Port Dalrymple), was nearly 100 per cent.

Among the merchantable products of the county of Cornwall, is iron. A few miles from Port Dalrymple, considerable quantities of iron ore have been discovered upon the surface, which proves to be pure protoxide of iron, (similar to the black iron ore of Sweden), and furnishing a very pure and malleable metal.

GEORGE TOWN.—This is a new settlement within a very few miles of the N. coast and Bass's Straits. It is yet in its infancy; but being favourably situated for trade, and roads being already finished, communicating with the interior, it is making rapid progress.

APPENDIX.

No. 1.

Table of the Duties of Customs and Excise payable on Goods, Wares, and Merchandise imported into the United Kingdom.

	£	s.	d.
ACORUS ... per lb.	0	0	10
Agates or Cornelians, set, per 100*l* value	20	0	0
——, not set, per 100*l* value	10	0	0
Alkali, not otherwise charged with Duty, *viz.*			
Any article whereof Mineral Alkali is the most valuable part, not containing a greater proportion of such Alkali than 20 per cent.			
in a British built ship, per cwt.	0	8	6
not in a British built ship per cwt.	0	9	2
—— containing more than 20 per Cent. and not exceeding 25 per Cent.			
in a British built ship, per cwt.	0	11	3
not in a British built ship per cwt.	0	11	11
—— containing more than 25 per Cent. and not exceeding 30 per Cent.			
in a British built ship, per cwt.	0	14	6
not in a British built ship per cwt.	0	15	2
—— containing more than 30 per Cent. and not exceeding 40 per Cent.			
in a British built ship, per cwt.	0	18	6
not in a British built ship per cwt.	0	19	4
—— containing more than 40 per Cent.			
in a British built ship, per cwt.	1	2	4
not in a British built ship per cwt.	1	3	2
Almonds, bitter ... per cwt.	0	15	10
—— of any other sort ... per cwt.	2	7	6
Aloes, Socotorina ... per lb.	0	2	6
——, the produce of, and imported from the Cape of Good Hope .. per lb.	0	0	3
—— of any other sort ... per lb.	0	0	9

	£	s.	d.
Alum ... per cwt.	0	17	6
—— Roch ... per cwt.	0	11	8
Amber, manufactures of, unenumerated per lb.	0	12	0
——, rough ... per lb.	0	1	8
Ambergris, the produce of British fishing per oz.	0	2	0
——, the produce of Foreign fishing ... per oz.	0	5	0
Anacardium ... per lb.	0	2	0
Aniseed ... per cwt.	3	0	0
Annotto, flag ... per lb.	0	0	5
—— of any other sort ... per lb.	0	1	0
Aqua-fortis ... per cwt.	0	14	3
Arangoes ... per 100*l* value	20	0	0
Argol ... per cwt.	0	2	0
——, the produce of and imported from any British possession ... per cwt.	0	1	0
Arrow Root ... per lb.	0	0	2
——, the produce of and imported from any British possession .. per lb.	0	0	1
Arsenic, white ... per cwt.	0	14	3
—— of any other sort ... per cwt.	0	18	8
Asphaltum, the produce of and imported from any British possession ... per lb.	0	0	5
Assafœtida ... per lb.	0	0	10
Balsam, artificial or natural ... per lb.	0	4	6
Bark, Angustura ... per lb.	0	2	0
——, Clove ... per lb.	0	0	10
——, Peruvian ... per lb.	0	2	0
——, unenumerated, *viz.*			
for medicinal use ... per lb.	0	2	0
for the use of Dyers or Tanners, the produce of and imported from any British possession per 100*l* value	10	0	0
of other sorts ... per 100*l* value	20	0	0
Beads, Amber ... per lb.	0	12	0
——, Arango ... per 100*l* value	20	0	0
——, Coral ... per lb.	0	15	10
——, Crystal ... per 1000	1	8	6

	£	s.	d.
Beads, unenumerated....per 100*l* value	30	0	0
Beef wood, unmanufactured, imported from New South Wales......per ton	0	5	0
Benjamin, or Benzoin..........per lb.	0	2	0
Bezoar Stones................per oz.	0	2	6
Bones of Cattle and other Animals, and of fish (except Whale fins) per 100*l* value	1	0	0
Books, being of Editions printed prior to the year 1801, bound or unbound per cwt.	1	0	0
———, being of Editions printed in or since 1801, bound or unbound, per cwt.	5	0	0
Boracic Acid ....per lb.	0	0	4
Borax or Tincal, refined........per lb.	0	0	6
———, unrefined......per lb.	0	0	3
Bottles of Earth or Stone....per dozen	0	3	2
——— of Glass, covered with wicker, until the 1st of January 1826, per dozen quarts	1	2	0
and further ....per cwt.	6	6	0
——— on and after the 1st of January, 1826, per dozen quarts, Imperial measure	1	2	0
and further ....per cwt.	6	6	0
——— of Green or Common Glass, not of less content than one pint, and not being phials, *viz.* full, until the 1st January, 1826, per dozen quarts....	0	4	0
——— on and after the 1st January, 1826, per dozen quarts, Imperial measure	0	4	0
——— empty, until the 1st January, 1826, per dozen quarts	0	2	0
——— on and after the 1st January, 1826, per dozen qnarts, Imperial measure	0	2	0
——— of Stone, not exceeding two quarts measure............per cwt.	0	5	0
Brass, manufactures of, unenumerated per 100*l* value	80	0	0
Brimstone, rough............per cwt.	0	0	6
———, refined ....per cwt.	0	6	0
———, in flour ....per cwt.	0	9	9
Bronze, all works of art made of, per cwt.	1	0	0
Cambogium ....per lb.	0	1	8
Camel's Hair.—See Hair.			
Camphor, refined..............per lb.	0	0	10
———, unrefined ....per lb.	0	0	5
Camwood ....per ton.	0	15	0
Candles of wax ....per lb.	0	2	6
Canes, Bamboo ....per 1000	1	14	0
———, Rattans (not ground)..per 1000	1	0	0

	£	s.	d.
Canes, Reed ....per 1000	1	6	6
———, Walking, or sticks mounted, painted, or otherwise ornamented. per 100*l* value	30	0	0
———, Wanghees, Jamboo, ground Rattans, Dragon's Blood, and other Walking Canes or Sticks ..per 1000	4	0	0
Cantharides ....per lb.	0	3	6
Caoutchouc, or Elastic Gum ....per lb.	0	0	5
Capita Papaverum ....per 1000	0	3	6
Caps of Cotton ....per 100*l* value	10	0	0
Cardamoms ....per lb.	0	2	0
Carmenia Wool ....per lb.	0	0	6
Carmine ....per oz.	0	4	0
Carpets of Persia......per yard square	2	10	0
Carriages ....per 100*l* value	30	0	0
Cassia Buds..................per lb.	0	1	0
——— Fistula ....per lb.	0	0	10
——— Lignea ....per lb.	0	1	0
Casts of Busts, Statues, or Figures per cwt.	0	2	6
Catechu, or Terra Japonica ....per lb.	0	0	10
Cedar Wood ....per ton.	1	0	0
———, the produce of and imported from the Cape of Good Hope per ton.	0	10	0
China Root ....per lb.	0	1	3
China or Porcelain ware, plain, per 100*l* value	15	0	0
———, painted, gilt or ornamented....per 100*l* value	30	0	0
Chocolate and Cocoa Paste, the produce of and imported from any British possession ....per lb.	0	1	9
———, the produce of any other place, or if otherwise imported ....per lb.	0	4	4
Cinuabar, native or factitious ..per lb.	0	1	0
Cinnamon....................per lb.	0	2	6
Citrat of Lima................per lb.	0	1	6
Cloves ....per lb.	0	2	0
Cochineal....................per lb.	0	0	10
———, the produce of and imported from any British possession ..per lb.	0	0	4
——— Dust ....per lb.	0	0	1½
Cocoa Nuts, the produce of and imported from any British possession within the limits of the East India Company's Charter..........per lb.	0	0	9
———, the produce of any other place, or if otherwise imported, per lb.	0	1	3
Cocoa Nut Husks and Shells....per lb.	0	0	2

	£	s.	d.
Coculus Indicus ... per lb.	0	2	6
Cocus Wood, the produce of and imported from any British possession, per ton.	0	3	0
Coffee, the produce of the Mauritius per lb.	0	0	6
———, the produce of and imported from any other British possession, within the limits of the East India Company's Charter ... per lb.	0	0	9
———, the produce of any other place, or if otherwise imported ... per lb.	0	1	3
Colocynth, or Coloquintida ... per lb.	0	1	8
Colours for Painters, unenumerated per 100*l* value	50	0	0
Columbo Root ... per lb.	0	2	0
Copper ore ... per cwt.	0	12	0
———, old, fit only to be remanufactured ... per cwt.	0	15	0
———, in plates and copper coins per cwt.	1	10	0
———, unwrought, *viz.* in bricks or pigs, rose copper, and all cast copper ... per cwt.	1	7	0
———, in part wrought, *viz.* bars, rods, or ingots, hammered or raised, per cwt.	1	15	0
——— manufactures unenumerated, and copper plates engraved, per 100*l* value	30	0	0
Coral, in fragments ... per lb.	0	1	0
———, whole, polished ... per lb.	0	12	0
———, unpolished ... per lb.	0	5	6
———, of British fishing or taking ... per lb.	0	0	6
Costus ... per lb.	0	1	0
Cotton, manufactures of. . per 100*l* value	10	0	0
and further if printed ... per square yard	0	0	3½
Couhage ... per lb.	0	1	3
Cowries ... per 100*l* value	20	0	0
Crystal, cut, or in any way manufactured, (except beads). . per 100*l* value	30	0	0
Cubebs ... per lb.	0	2	0
Diamonds ... free.			
Drawings and Prints, plain ... each	0	0	1
———, coloured . . each	0	0	2
———, in books, half bound, or in any way bound. . per cwt.	6	10	0
———, unbound ... per cwt.	5	0	0
Drugs, unenumerated ... per 100*l* value	20	0	0
Earthenware, unenumerated . . per 100*l* value	15	0	0

	£	s.	d.
Ebony ... per ton	0	15	0
———, green, the produce of and imported from any British possession, per ton	0	3	0
Elephants' teeth ... per cwt.	1	0	0
Extract or Preparation, *viz.*			
of Opium ... per 100*l* value	25	0	0
of Quassia ... per 100*l* value	50	0	0
of Vitriol ... per 100*l* value	25	0	0
Solid vegetable extract from Oak Bark, or other vegetable substances, to be used for tanning leather, and for no other purpose ... per cwt.	0	3	0
of any article unenumerated per 100*l* value	20	0	0
Feathers, Ostrich, dressed ... per lb.	1	10	0
———, undressed . . per lb.	0	10	0
———, unenumerated, dressed. . per 100*l* value	20	0	0
———, unenumerated, undressed per 100*l* value	10	0	0
Flax and Tow, or Codilla of Hemp, or of Flax, dressed or undressed, *viz.*			
From 5th July, 1825, till 6th July, 1826. ... per cwt.	0	0	4
From 5th July, 1826, till 6th July, 1827. ... per cwt.	0	0	3
From 5th July, 1827, till 6th July 1828. ... per cwt.	0	0	2
From and after 5th July, 1828, per cwt.	0	0	1
Flowers, artificial, not made of silk per 100*l* value	25	0	0
Frames for Pictures ... per 100*l* value	20	0	0
Galangal ... per lb.	0	0	6
Galbanum ... per lb.	0	1	4
Galls ... per cwt.	0	11	2
Gamboge ... per lb.	0	1	8
Garnets, cut ... per lb.	1	10	0
———, rough ... per lb.	0	10	0
Gauze, of Thread ... per 100*l* value	30	0	0
Ginger, the produce of and imported from any British possession. . per cwt.	0	11	6
———, preserved ... per lb.	0	0	3
Ginseng ... per lb.	0	1	6
Glass, Crown, German, Sheet, or any kind of Window Glass, not being Plate Glass ... per cwt.	4	18	0
———, Flint ... per cwt.	6	3	0
———, Plate, per square foot, superficial	0	6	7

	£	s.	d.
A further duty (in lieu of Excise) is payable on Glass, *viz.*			
on Plate Glass, and all other Glass Manufactures, not being oil or wine flasks, or Foreign green Glass Bottles ....per cwt.	6	6	0
Granilla ....per lb.	0	0	5
Gum Ammoniac ....per lb.	0	1	3
—— Animi, rough, and in no way cleaned....................per lb.	0	0	5
————, scraped, or in any way cleaned....................per lb.	0	0	6
—— Arabic ....per cwt.	0	12	0
—— Cashew ....per cwt.	0	7	6
—— Copal, rough and in no way cleaned per lb.	0	0	5
————, scraped or in any way cleaned....................per lb.	0	0	6
—— Elemi ....per lb.	0	0	8
—— Guaiacum ....per lb.	0	1	10
—— Kino or Gum Rubrum astringens per lb.	0	1	6
—— Lac, *viz.* Cake Lac, per 100*l* value	10	0	0
Lac Dye. .per 100*l* value	5	0	0
Lac Lake, per 100*l* value	10	0	0
Seed Lac. .per 100*l* value	5	0	0
Shell Lac, per 100*l* value	20	0	0
Stick Lac, per 100*l* value	5	0	0
—— Opoponax ....per lb.	0	3	6
—— Sagapenum..............per lb.	0	0	10
—— Sandarach or Juniper....per cwt.	0	19	0
—— Sarcocolla ....per lb.	0	0	10
—— Senegal................per cwt.	0	12	0
—— Tacamahaca ....per lb.	0	2	0
—— Tragacanth ....per lb.	0	1	0
—— unenumerated ....per 100*l* value	20	0	0
Hair, cow, ox, bull, or elk ....per cwt.	0	10	0
——, Goat or camel hair or wool, the produce of and imported from any British possession	Free.		
————————————, the produce of any other place, or if otherwise imported ....per lb.	0	0	1
——, Human ....per lb.	0	5	0
——; articles manufactured of hair or goat's wool; or of hair, or goat's wool, and any other material unenumerated..........per 100*l* value	30	0	0
Hemp, rough or undressed, or any other vegetable substance, of the nature and quality, and applicable to the purposes of undressed hemp ....per ton	0	8	0

	£	s.	d.
Hemp, rough or undressed, the produce of & imported from any British possession	Free.		
Hides, buffalo, bull, cow, or ox, in the hair, not tanned, tawed, or in any way dressed ....per hide	0	0	6
————————————, tanned and not otherwise dressed....per lb.	0	1	0
————, Horse, mare, or gelding, in the hair, not tanned, tawed, or in any way dressed ....per hide	0	0	10
————————————, tanned, and not otherwise dressed, per lb.	0	1	0
————, Horse, mare, gelding, buffalo, bull, cow, or ox, in the hair, not tanned, tawed, curried, or in any way dressed, the produce of and imported from any British possession, *viz.*			
dry ....per cwt.	0	2	4
wet....................per cwt.	0	1	2
tanned, and not otherwise dressed, per lb.	0	0	6
——, or pieces of Hides, raw or undressed, unenumerated, per 100*l*. value	20	0	0
————————————, tanned, tawed, or in any way dressed, unenumerated ....per 100*l*. value.	75	0	0
Honey, the produce of, and imported from any British possession, per cwt.	0	5	0
Horns, Horn Tips, and pieces of Horns, unenumerated ....per cwt.	0	2	4
Horses, Mares, or Geldings ....each	1	0	0
Japanned Ware ......per 100*l*. value	20	0	0
Jewels, Emeralds, Rubies, and all other precious Stones, except Diamonds, *viz.*			
Set ....per 100*l*. value	20	0	0
Not set ....per 100*l*. value	10	0	0
Indigo ....per lb.	0	0	4
Juice of Lemons, Limes, or Oranges, the produce of, and imported from any British possession, whether raw or concentrated, per gallon, for every degree of specific gravity or strength	0	0	0¼
Lace, Thread ....per 100*l*. value	30	0	0
Lackered Ware ......per 100*l*. value	30	0	0
Lapis Calaminaris ....per cwt.	0	1	0
—— Lazuli ....per lb.	0	3	2
—— Tutiæ ....per lb.	0	0	8
Lead, White ....per cwt.	0	7	0
Leather; any article made of Leather, or any manufacture whereof Leather is the most valuable part, unenumerated ....per 100*l*. value	75	0	0

Article	£	s.	d.
Mace . . . . per lb.	0	3	6
Madder. per cwt.	0	6	0
——— Root . . . . per cwt.	0	1	6
Mangoes, until 1st Jan. 1826. . per gal.	0	5	0
————, on and after 1st Jan. 1826, per gallon, Imperial measure	0	6	0
Manna. . . . . per lb.	0	1	3
Manuscripts . . . . per lb.	0	0	2
Maps and Charts, plain or coloured, each, or part thereof	0	0	6
——————— in books half-bound, or in any way bound . . . . . . per cwt.	6	10	0
——————— in books, unbound, per cwt.	5	0	0
Marmalade . . . . per lb.	0	0	6
————, the produce of, and imported from any British possession . . per lb.	0	0	3
Mastich . . . . per lb.	0	1	4
Mats, unenumerated . . . per 100*l.* value	20	0	0
Matting. . . . . per 100*l.* value	20	0	0
Medals of Gold or Silver	Free.		
——— of any other sort, per 100*l.* value	5	0	0
Melasses . . . . per cwt.	0	10	0
Models of Cork or Wood, per 100*l.* value	5	0	0
Mother of Pearl Shells, rough, per 100*l.* value	5	0	0
Musical Instruments. . . per 100*l.* value	20	0	0
Musk . . . . per oz.	0	5	0
Myrrh . . . . per lb.	0	1	8
Nutmegs. per lb.	0	2	6
Nuts, Cashew, the produce of, and imported from any British possession, per lb.	0	0	1
——————, Kernels of. . . . . . per lb.	0	0	2
——, Coco or Coker, the produce of and imported from any British possession, per 120	0	5	0
Nux Vomica . . . . per lb.	0	2	6
Oil of Aniseed . . . . per lb.	0	4	0
—— of Cajeputa . . . . per oz.	0	1	0
—— of Cassia . . . . per oz.	0	1	0
—— of Castor . . . . per lb.	0	1	0
————, the produce of, and imported from any British possession, per lb.	0	0	6
——, Chemical, unenumerated . . per lb.	0	4	0
—— of Cinnamon . . . . per oz.	0	1	0
—— of Cloves . . . . per oz.	0	2	0
—— of Coco Nuts. . . . . per cwt.	0	2	6
—— of Fennel . . . . per lb.	0	4	0
——, of Linseed, until 1st January. 1826, per tun	33	5	0

Article	£	s.	d.
Oil of Linseed, on and after 1st January, 1826 . . . . per tun, Imperial measure	39	18	0
— of Mace. . . . . per oz.	0	2	6
— of Nutmegs . . . . per oz.	0	2	6
— of Orange Flower, or Neroli, per oz.	0	2	0
— of Palm . . . . per cwt.	0	2	6
— of Rosewood. . . . . per oz.	0	5	0
— of Sandal Wood . . . . per oz.	0	2	6
—, Train, *viz.*—The produce of Fish or Creatures living in the Sea, taken by the crew of a British built ship, wholly owned by His Majesty's subjects usually residing in Great Britain, Ireland, or the Islands of Guernsey, Jersey, Alderney, Sark, or Man, and imported in such shipping:			
Blubber . . . . per tun	0	5	6
Train Oil, Spermaceti Oil, or Head Matter . . . . per tun	0	8	3
——————, the produce of Fish or Creatures living in the Sea, taken wholly by His Majesty's subjects, usually residing in any part of his Majesty's dominions, and imported directly from the Cape of Good Hope, or from any British Colony or Territory within the limits of the East India Company's Charter, in a British built ship:			
Blubber . . . . per tun	0	13	4
Train Oil, Spermaceti Oil, or Head Matter. . . . . per tun	1	0	0
——————, the produce of Fish or Creatures living in the Sea, of Foreign Fishing:			
Blubber . . . . per tun	22	3	4
Train Oil, Spermaceti Oil, or Head Matter . . . . per tun	33	5	0
—— of Turpentine . . . . per lb.	0	0	8
—— unenumerated . . . . per 100*l.* value	50	0	0
Oker or Ochre. . . . . per cwt.	0	6	9
Olibanum. . . . . per cwt.	2	0	0
Opium . . . . per lb.	0	9	0
Orange Flower Water, until 1st January, 1826 . . . . per gal.	0	3	2
——————————, on and after 1st January, 1826, per gal. Imperial measure	0	3	9
Orchal, Archal, or Orchelia . . per cwt.	0	6	0
Orpiment . . . . per cwt.	1	8	6
Orris, or Iris Root . . . . per cwt.	1	8	6
Otta, Attar, or Oil of Roses. . . . per oz.	0	6	0
Painters' Colours, unenumerated, per 100*l.* value	30	0	0

	£	s.	d.
Paintings on Glass ....per 100*l.* value	30	0	0
And further ....per cwt.	6	6	0
Paper, printed, painted, or stained, or Paper Hangings, or Flock Paper, per yard square	0	1	0
——, Waste, or unenumerated, per lb.	0	0	9
Pencils (not of slate) ..per 100*l.* value	30	0	0
Pepper, *viz.*—All Pepper, Cayenne Pepper, Long Pepper, Guinea Pepper, Capsicum or Chillies ....per lb.	0	2	6
Pickles of all sorts, unenumerated, until 1st January, 1826..........per gal.	0	5	0
————, on and after 1st January, 1826, per gal. Imperial measure	0	6	0
Pictures under 2 feet square......each	3	8	0
——— of 2 and under 4 feet square, each	6	16	0
——— of 4 feet square, or upwards, each	10	4	0
Plants, Shrubs, and Trees, alive	Free.		
Plate, of Gold ....per oz. troy	3	16	9
——, of Silver, gilt......per oz. troy	0	6	4
————, part gilt..per oz. troy	0	6	0
————, ungilt....per oz. troy	0	4	6
Platina ....per oz.	0	1	0
——, Ore of........per 100*l.* value	5	0	0
Prints.—See Drawings.			
Quicksilver ....per lb.	0	1	8
Radix Contrayervæ ....per lb.	0	1	8
Raisins of all sorts ....per cwt.	0	10	0
Red Wood..................per ton	0	15	0
Rhubarb ....per lb.	0	2	6
Rice, rough and in the husk, or paddy, until 1st January, 1826 ..per bushel	0	2	6
————, on and after 1st January, 1826, per bushel, Imperial measure	0	2	6
—— the produce of any British possession, *viz.*—Rough and in the husk, or paddy, until 1st January, 1826, per bushel	0	0	7½
————, on and after 1st January, 1826, per bushel, Imperial measure	0	0	7½
Rosewood.................per cwt.	1	0	0
Safflower ....per cwt.	0	5	0
Saffron......................per lb.	0	2	6
Sago, Pearl ....per cwt.	1	10	0
——, Common ....per cwt.	0	15	0
——, Powder ....per cwt.	1	10	0
Sal Ammoniac................per lb.	0	0	6
—— Gem ....per cwt.	0	8	0

	£	s.	d.
Salep ....per lb.	0	1	3
Saltpetre ....per cwt.	0	0	6
Sanguis Draconis ....per lb.	0	1	8
Sapan Wood ....per ton	0	15	0
Sassafras ....per cwt.	0	6	4
Saunders, Red ....per ton	0	12	0
————, White or Yellow....per lb.	0	0	10
Scammony, or Diagrydium ....per lb.	0	6	4
Sea Cow, Sea Horse, or Sea Morse Teeth ....per cwt.	3	4	0
Seed, Anise, or Aniseed ......per cwt	3	0	0
——, Castor ....per lb.	0	0	4
——, Coriander ....per cwt.	0	15	0
——, Cummin..............per cwt.	1	0	0
——, Flax, until 1st January, 1826, per bushel	0	0	5
————, from 1st January to 6th April, 1826, per bushel, Imperial measure	0	0	5
————, after 5th April, 1826, per quarter, Imperial measure	0	1	0
——, Forest ....per lb.	0	0	6
——, Garden, unenumerated ..per lb.	0	0	6
——, Hemp, until 1st January, 1826, per quarter	2	0	0
————, on and after 1st January, 1826..per quarter, Imperial measure	2	0	0
——, Linseed, until 1st January, 1826, per bushel	0	0	5
————, from 1st January to 6th April, 1826, per bushel, Imperial measure	0	0	5
————, after 5th April, 1826, per quarter, Imperial measure	0	1	0
——, Shrub, or Tree Seed, unenumerated ....per lb.	0	0	6
——, Worm ....per lb.	0	1	6
——, unenumerated...per 100*l.* value	30	0	0
Sena ....per lb.	0	1	3
Silk, *viz.*—Raw Silk, Knubs or Husks of Silk, and Waste or Floss Silk, per lb.	0	0	3
——, Thrown, dyed or not......per lb.	0	7	6
—— Manufactures, from and after 5th July, 1826..........per 100*l.* value	30	0	0
N. B. Until that period the importation of Foreign Silk Manufactures is prohibited.			
Skins in the hair, not tanned, tawed, or in any way dressed, *viz.*			
Calf ....per cwt.	0	4	8
Dog ....per doz.	0	0	10

	£	s.	d.
Skins, Elk . . . . per skin	0	1	0
Seal . . . . per skin	0	0	3
——, of foreign fishing . . . . per skin	0	3	6
———, undressed, *viz.*			
Goat . . . . per dozen	0	2	10
Husse . . . . per skin	0	0	6
Lamb . . . . per 100	0	14	0
Leopard and Tiger . . . . . . per skin	0	9	6
Martin . . . . per skin	0	1	3
Sheep . . . . per dozen	0	2	3
Squirrel . . . . per 100 skins	0	11	6
——— and Furs, or pieces of Skins and Furs, not otherwise described or charged with duty, raw or undressed per 100*l.* value	20	0	0
————————————, tanned, tawed, or in any way dressed, per 100*l.* value	75	0	0
Snuff (in lieu of Excise) . . . . per lb.	0	6	0
Soap, Hard . . . . per cwt.	1	8	0
———, Soft . . . . per cwt.	1	3	0
Specimens illustrative of Natural History, unenumerated	Free.		
Spelter, from 5th July, 1825, to 6th July, 1826 . . . . per cwt.	0	14	0
————, from 5th July, 1826, to 6th July, 1827 . . . . per cwt.	0	12	0
————, from and after 5th July, 1827, per cwt.	0	10	0
Spikenard . . . . per lb.	0	2	9
Spirits, until 5th January, 1826, *viz.*			
Arrack and Spirits unenumerated, per gal.	0	2	1
Brandy and Geneva . . . . . . per gal.	0	1	11
Rum and Spirits of the Cape of Good Hope . . . . per gal.	0	1	3
And further, in lieu of Excise, *viz.*			
Single Rum, Spirits, or Aqua Vitæ, imported by the East India Company . . . . per gal.	0	15	$5\frac{5}{8}$
Rum, Spirits, or Aqua Vitæ, above proof, imported by the East India Company . . . . per gal.	1	7	$3\frac{3}{8}$
Single Brandy, Spirits, Aqua Vitæ, or strong waters of any other kind . . . . per gal.	0	17	$0\frac{3}{16}$
Brandy, Spirits, Aqua Vitæ, or strong waters, of any other kind, above proof . . . . per gal.	1	10	$6\frac{3}{16}$
————, on and after 5th January, 1826, not exceeding the strength of proof by Sykes's hydrometer, and for any proportion above proof, *viz.*			
The produce of any British possession within the limits of the East India Company's Charter, not being sweetened spirits, or spirits mixed with any article so that the degree of strength cannot be exactly ascertained by such hydrometer . . . . per gal.	1	0	0
Not the produce of any British possession, as aforesaid . . per gal.	1	2	6
Spirits, sweetened or mixed with any article so that the degree of strength cannot be ascertained, as aforesaid per gal.	1	10	0
Squills, dried . . . . per cwt.	1	0	0
————, not dried . . . . per cwt.	0	5	0
Stone, sculptured, or Mosaic work, per cwt.	0	2	6
Storax, or Styrax, Calamita . . . . per lb.	0	2	0
————————————, Liquida . . . . per lb.	0	3	4
————————————, in the tear or gum, per lb.	0	8	4
Succades, the produce of and imported from any British possession within the limits of the East India Company's charter . . . . per lb.	0	0	6
————, the produce of any other place, or if otherwise imported, per lb.	0	3	2
Sugar, the produce of any place within the limits of the East India Company's charter, (except the island of Mauritius) *viz.*			
Of any British Colony or Territory . . . . per cwt.	2	0	0
Of any other country or place, per cwt.	3	3	0
———, the produce of the Mauritius, white or clayed . . . . per cwt.	1	15	0
————————————————, brown or Muscovado . . . . per cwt.	1	10	0
———, Refined . . . . per cwt.	8	8	0
——— Candy, Brown . . . . per cwt.	5	12	0
——————, White . . . . per cwt.	8	8	0
Talc . . . . per lb.	0	0	8
Tallow . . . . per cwt.	0	3	2
Tamarinds . . . . per lb.	0	0	8
————, the produce of, and imported from any British possession within the limits of the East India Company's charter . . . . per lb.	0	0	6
Tapioca, or Tapioca Powder . . per cwt.	1	10	0

	£	s.	d.
Tea .... Free of Customs.			
Excise Duty on Tea, *viz.*			
On Tea sold at or under 2s. per lb. per 100*l.* value.	96	0	0
———— above 2s. per lb. per 100*l.* value..	100	0	0
Teake Wood, 8 inches square or upwards .... per load of 50 cubical feet	1	10	0
TerraJaponica, or Catechu.... per cwt.	0	3	0
Tin .... per cwt.	2	10	0
——, Manufactures of .. per 100*l.* value	20	0	0
Tobacco, unmanufactured (in lieu of Excise) .... per lb.	0	4	0
————, manufactured, and Segars manufactured from Tobacco.. per lb.	0	12	0
And further, in lieu of Excise, per lb.	0	18	0
Tortoiseshell, unmanufactured.. per lb.	0	2	0
————, the produce of, and imported from any British possession, per lb.	0	1	0
Toys .... per 100*l.* value	20	0	0
Turbith .... per lb.	0	2	6
Turmeric.................... per lb.	0	0	4
————, the produce of, and imported from any British possession, per lb.	0	0	2
Vermicelli .... per lb.	0	0	8
Vermilion .... per lb.	0	1	0
Wax, Bees' unmanufactured.. per cwt.	3	6	6
————, the produce of, and imported from any British Colony or Territory.... per cwt.	2	6	6
————, White, or manufactured, per cwt.	6	3	6
——, Sealing .... per 100*l.* value	30	0	0
Whalefins, taken by the crew of a British built ship, wholly owned by His Majesty's subjects, usually residing in Great Britain, Ireland, or the Islands of Guernsey, Jersey, Alderney, Sark, or Man, and imported in such shipping................. per ton	2	7	6
————, taken wholly by His Majesty's subjects, usually residing in any part of his Majesty's dominions, and imported directly from the Cape of Good Hope, or from any British Colony or Territory within the limits of the East India Company's charter, in a British built ship ...... per ton	3	3	4
————, of foreign fishing .... per ton	95	0	0
Wine, of the Cape of Good Hope, imported direct from thence, until 1st January, 1826 .... per gal.	0	2	0
From 1st January, 1826, to 6th January, 1830, per gallon, Imperial measure	0	2	5
After 5th January, 1830, per gal. Imperial measure	0	3	0
Wine, French, until 1st January, 1826, per gal.	0	6	0
————, on and after 1st January, 1826, per gal. Imperial measure	0	7	3
——, unenumerated, until 1st January, 1826 .... per gallon	0	4	0
————, on and after 1st January, 1826, per gallon, Imperial measure	0	4	10
Wood fit for ship building, per load of 50 cubical feet	1	10	0
N. B. Teake, or other Wood fit for ship building, the produce of New South Wales, Norfolk Island, Van Diemen's Land, or of any place within the limits of the East India Company's Charter, is admitted to entry, *duty free.*			
——, unmanufactured, the produce of New South Wales, Norfolk Island, or Van Diemen's Land, unenumerated .... per 100*l.* value	5	0	0
Wool, Cotton .... per 100*l.* value	6	0	0
——, Sheep or Lambs' the produce of and imported from any British possession..........................	Free.		
————, the produce of any other place, *viz.*			
Under the value of 1s. per lb...per lb.	0	0	0½
Of the value of 1s. per lb. and upwards .... per lb.	0	0	1
Woollens, *viz.*—Manufactures of Wool, (not Goats' Wool) or of Wool mixed with Cotton, unenumerated, per 100*l.* value	15	0	0
Zedoaria.................... per lb.	0	1	3
Goods, Wares, and Merchandise, either in part or wholly manufactured, unenumerated, and not prohibited to be imported .... per 100*l.* value	20	0	0
————, not being in part or wholly manufactured, being unenumerated, and not prohibited to be imported, per 100*l.* value	10	0	0

No. II.—South America.—*Commercial Laws and Regulations of Colombia.*—1824.

Duties of Importation.

CLASSES.	Imported in national vessels from Europe or the United States	National vessels from Colonies.	Foreign vessels from Europe or the United States.	Foreign vessels from Colonies.
	per cent.	per cent.	per cent.	per cent.
1st. Iron in bars; Tin Sheets; Copper Sheets; Paper of every description; All sorts of Medicine; Surgical Instruments; Ships' Rigging; Pitch; Tar; Cables; Cordage; Anchors	7½	15	15	20
2d. All kinds of Cotton, Woollen, Thread, Hemp, and Worsted Goods, (except such as are in other classes)	10	17½	17½	22½
3d. Umbrellas; Beaver Hats; Woollen Ditto; Cotton Ditto; Silk Ditto; Wax or Spermaceti, manufactured or in its natural state; Wines; Vinegars; Oils of every description; Gold and Silver Watches; Laces; Saddles; Playing Cards; European Earthenware; Crystal and Glass of all kinds	12½	20	20	25
4th. Silks, and all Silk Goods of the growth and manufacture of Europe; Precious Stones and Jewels; Tanned Skins; Thread and Silk Lace; Handkerchiefs; Artificial Flowers; Plumes or Feathers; Looking Glasses; Perfumes; Essences; Sweet-scented Waters; Fruits, dry or in Wine, Oil, or Brandy; Olives; Capers	15	22½	22½	27½
All sorts of Pickles; 5th. Shoes; Boots; All sorts of House Furniture; Ready-made Clothes; All sorts of Furniture, and Utensils of Copper, Composition, Iron, Steel, or Tin; Tallow, in its natural state, or manufactured; Flours; Salt Meats; All kinds of Foreign Provisions; All other sorts of Merchandise and commercial Articles not connected in the above classes	17½	25	25	30
	National vessels from Asia.	National vessels from elsewhere.	Foreign vessels from Asia.	Foreign vessels from elsewhere.
Except all Goods whatsoever of the growth and manufacture of Asiatic nations or European settlements in Asia, excepting those of Spain	12	20	20	25

These per centages are at present collected agreeably to an Arancel, having only, in many instances, two or three valuations for articles that have a great variety of gradations in value; consequently the above Duties can seldom be levied with accuracy.

Regulations.—Goods coming from such of the former Spanish colonies as are now independent States, whether in national or foreign vessels, pay no more duties than if from Europe or the United States, provided they be of the growth and manufacture of the aforesaid former colonies: other goods are considered as coming from colonies, and do not enjoy the difference of duties on articles from Europe or the United States, unless by treaty it be otherwise determined.

Merchants must either pay the duties of importation immediately, or find two good sureties; in which latter case, three and six months are granted for payment in moieties. If the payment be anticipated, one half per cent. per month is allowed; but if the indulgence be accepted, 1 per cent. per month must be paid.

Foreign merchandise, wines, gins, grape-brandies, beers, provisions, and articles of the first necessity of life, imported with the design of being exported from Colombia to friendly or neutral nations, have the duties returned, provided the importer, at the time of importing, states his intention of so doing, and that the exportation be made within the space of six months. The repayment of the duties to be made on the day of the sailing of the vessel, of which eight days' notice must be given, $2\frac{1}{2}$ per cent. being reserved for the benefit of the State. These articles, imported with the intention of being exported, cannot be disposed of in Colombia without special permission.

Articles exempted from paying Duties of Importation.—Printed books in any language, maps, geographical charts, philosophical instruments and apparatus, engravings, pictures, statues, collections of antiquities, busts, and medals.

Iron implements of agriculture.

Plants and seeds.

Machines and utensils for the cultivation of land, and the preparation and working of its productions.

Those machines and utensils which in any manner contribute to facilitate the extraction and working of metals, semi-metals, and minerals.

All machines and utensils which may conduce to the amelioration of the navigation of lakes and rivers.

All machines and utensils conducing to the increase of domestic manufactures of woollen and cotton.

Instruments, utensils, and apparatus, belonging to citizens or strangers, professors of any liberal or mechanic art, who may arrive at the ports of the Republic, with the intention of establishing themselves in its territory, and exercising their profession.

Printing machines and apparatus, types, and printers' ink.

Precious metals, either coined or in bullion.

Lead and muskets. If the muskets be of a superior quality, fit to be received by the Government Authorities, it is enacted that they shall be paid for faithfully within the space of four months; and any quantity of merchandise, of

a value equal to that of the muskets and lead imported in the same vessel, shall pay 5 per cent. less than the regular importation duties; and if no merchandise be imported in the same vessel, an equivalent to be paid within the space of four months.

Articles prohibited to be imported.—Coffee, cacao, indigo, sugars (raw and refined), and molasses.

All productions and manufactures of Spain and her dependencies.

Gunpowder.

Tobacco, whether in leaf, segars, snuff, or rappee.

Foreign spirits extracted from the sugar-cane, or their compounds.

Foreign salt.

Consumption Duty.—Three per cent. upon the value of the imported articles; which if disposed of in the sea-port, the duty to be there paid either immediately, or by giving security, within the term of six months, one per cent. to be paid every six months; and if disposed of in the interior, to be paid there under similar conditions.

Duties of Exportation.—Undressed Hides, 10 per cent. upon the market price; Cacao, 15 ditto; Coffee, 6 ditto; Indigo, 5 ditto; Dye-wood, 5 ditto; Mules, 20 dollars a head; Horses, 16 ditto; Asses, 6 ditto; Cattle, 12½ ditto; Coined Gold, 3 per cent.; Gold in bars from the province of Veragua, 3 ditto; Silver from the Isthmus and Guayaquil, 3 ditto; all other articles, 4 ditto.

Articles exempted from paying Duties of Exportation.—Cotton, rice, and maize, or Indian corn.

Articles prohibited to be exported.—Mares and cows.

Uncoined gold, except bars of gold from the province of Veragua.

All silver, except from Guayaquil and the Isthmus.

Platina, under penalty of losing the metal, and paying for each pound a fine of 50 dollars.

It is enacted that all vessels, before sailing, shall be examined.

Tonnage Duty.—Foreign vessels pay 4 reals per ton; National, 1 ditto. Ditto, proceeding from one port to another of the Republic, pay, for each ton exceeding 20, half a real. Ditto, not having 20 tons burden, pay no tonnage duty. —The Colombian ton is 20 quintals.

The registers, manifests, and licences of merchant-vessels are taken possession ofby the Collectors of the Custom-houses, and not returned until the tonnage is paid; or they are delivered to the Consul of the nation to which the vessel belongs, who becomes responsible for the payment of the duty.

Anchorage Duty.—Collected upon the old Spanish system, and appears to average about 2 dollars for every 120 tons.

Special Tribunals of Commerce are established in various cities and towns, to decide exclusively on commercial disputes and differences.

Penalties on the Defrauders of Custom-house Duties.—*Custom-house officers.*—Loss of situation ; double the defrauded duties.

Owners of the contraband property.—First offence : confiscation of the contraband articles ; and if they exceed in value the fifth part of the cargo, the loss of the whole cargo, and the transaction to be published in the Government Gazettes.—Second offence : confiscation of the contraband property ; and if it exceeds the tenth part of the cargo, the loss of the whole.—Third offence : confiscation of the contraband goods ; and if they exceed one-twelfth of the cargo, the loss of the whole, and suspension for ten years from the rights of a citizen.

Consignees are subject to the same penalties as the owner, and are also responsible to the consignor.

Aiders.—A fine of from 200 dollars to 300 dollars ; and if they cannot pay, four to six months' imprisonment.

Captains and *Supracargoes* concealing the number of pieces, packages, chests, or trunks, in the manifest, are punished with the loss of the vessel.

On Colombian Vessels.—Any vessel, wherever it may have been built, can be inscribed as a national vessel of Colombia, provided it be the property of a Colombian citizen, the owner making oath that it in no manner belongs to any foreigner, and binding himself that the vessel shall never bear any other flag than the Colombian ; and that whenever she sails, more than one-half of the crew shall consist of citizens or natives of the Country. Any one offending against these provisions, shall be fined 50 dollars for every ten tons of the vessel, besides being subject to the punishments inflicted on perjurers.

The Intendants of the maritime departments can grant, in the name of the Republic, and for the term of four years, merchant registers for navigation to foreign vessels, whose owners intend to naturalize themselves. For this purpose, the proprietors must present the registers of their vessels to the custom-house of the port where they reside.

The titles of navigation must be renewed whenever the vessel is transferred from one citizen to another, or any important alterations be made in its quality and construction, or its name changed, or the number of its tons diminished or increased.

No Colombian merchant vessel can navigate without the register, patent, and roll of its crew, under penalty of being embargoed, and the confiscation of the vessel, its sails, rigging, and utensils.

Vessels trading with the Mosquito and Guajira coasts, must enter, and take out licences, at some of the Colombian ports, for which one dollar and a half per ton must be paid, independently of unavoidable expences of pilotage, anchorage, &c.

The following are the Ports of Colombia open to foreign commerce :—

In the Atlantic.—Pampata, Juan-Griego, Antigua-Guayana, Santo-Tomas de Angostura, Cumana, Barcelona, La-Guaira, Puerto-Cabello, Coro, Maracaibo, Riohaca, Santamarta, Cartagena, Chagre, Portovedo.

In the Pacific.—Guayaquil, Esmeraldas, Buenaventura, Panama.

No. III. Calcutta.—*Fort William, December 3*, 1824.—The following modified Regulation regarding the Shipment of Baggage of Passengers proceeding to the Cape of Good Hope, St. Helena, and Europe, on the Honourable Company's ships, is republished for general information :—

Gentlemen proceeding to the Cape of Good Hope, St. Helena, or England, in the under-mentioned stations, are restricted from taking with them a larger tonnage of Baggage and Stores than the following, exclusive of their bedding, table, and a sofa, and two chairs, for their respective cabins, *viz.*

This allowance includes the Baggage of Servants.

Gentlemen of Council, 5 Tons; General Officers, 5 ditto; Colonels in His Majesty's or Company's Service, 4 ditto; Senior Merchants, 4 ditto; Lieutenant-Colonels, 3 ditto; Junior Merchants, 3 ditto; Majors, 2½ ditto; Factors, 2½ ditto; Captains, 2 ditto; Persons not in the Company's Service, 2 ditto.

Gentlemen proceeding to England in either of the above-mentioned stations, who may be permitted to carry home their families, are restricted from taking more tonnage than one half of the preceding allowance, in addition, as the Ladies' baggage, and one ton for each child.

Married Ladies proceeding alone to England, are restricted from taking more than one half of the tonnage prescribed for a Gentleman of the same rank as their husbands, exclusive of one ton of baggage for each child.

Widows proceeding to England, are in like manner restricted from taking a greater quantity than one half of the tonnage prescribed for a Gentleman of the same rank as their deceased husbands, exclusive of the allowance of one ton for each child.

Writers, Lieutenants, Ensigns, and other cabin passengers, are restricted from taking a larger quantity of baggage and stores than one ton each, exclusive of their bedding, a table and sofa, and two chairs.

Married Ladies proceeding alone to England, or Widows of either of these last mentioned descriptions, are restricted from taking more than a similar quantity of baggage.

Gentlemen of these last mentioned descriptions who may be permitted to carry home their wives, are restricted from taking more than one ton in addition as the Ladies' baggage.

Single Ladies are restricted from taking more than the same quantity of baggage, and cabin furniture.

The baggage of persons proceeding to Europe on the Honourable Company's

ships, will in future (if required) be shipped through the Export Warehouse; and such persons are accordingly required to send their baggage, or any part of the same, to the Export Warehouse, at least 14 days previous to the time appointed for the dispatch of the ship on which they may proceed; as after the dispatch of the last sloop with Company's cargo, no baggage will be received for transmission to that ship through the Export Warehouse.

The baggage of persons above mentioned shall be accompanied by a letter, addressed to the Sub-Export Warehouse Keeper, specifying the number and nature of the packages; the dimensions thereof, and the rank of the owner, and a list, to be accompanied by a certificate from the Custom Master, that the duties thereon have been settled, shall be furnished.

It shall be the duty of the Sub-Export Warehouse Keeper, or other Officer of the Export Warehouse, upon the receipt of the baggage into the Export Warehouse, to cause the square contents of each package to be ascertained, and to register the same, and also to grant a receipt of their number to the proprietors of them.

The Sub-Export Warehouse Keeper will also adopt immediate measures for forwarding them to the ships, on which they are to be laden, at the risk however of the proprietor.

In the event of persons desiring to ship their own baggage, they will, on application to the Sub-Export Warehouse Keeper, or the Commander of the ship they may be about to proceed on, be furnished with printed forms of application, which they are required to fill up as directed therein, and forward to the Sub-Export Warehouse Keeper, who will cause the solid contents of the baggage therein described to be ascertained, and grant an order to the Commander of the ship on which they may have engaged their passage, for the reception of the same on board.

The Public are hereby informed, that the Commanders of the Honourable Company's ships are not only positively prohibited from receiving on board of their ships any baggage except under an order from the Sub-Export Warehouse Keeper, or any Officer of the Warehouse, but held also responsible for the consequence of taking any baggage in excess of the authorized quantity, and made to pay freight for excess so taken, at such rate as the Honourable Court of Directors may deem proper.

No baggage in excess of the allowance above stated, can be permitted to be shipped, without previous reference to the Board of Trade, who will transmit such applications for the consideration of the Governor General in Council.

Each person, whose baggage may be shipped through the Export Warehouse, will be permitted, on his final departure, to take with him a small trunk and an escrutoir under his own custody.

To meet the contingent expences of the Baggage Department of the Export Warehouse, the following fee shall be levied from the parties, on obtaining from the proper Officer a receipt for their baggage.

A fee at the rate of 20 Sicca Rupees per ton of 50 cubical feet, on baggage shipped through the Export Warehouse.

A fee at the rate of 16 Sicca Rupees per ton of 50 cubical feet, on baggage shipped by the proprietors themselves.

No package will be received without a direction, and unless the name of the ship to which it is to be sent, be distinctly written upon it.

Baggage, if left to be shipped through the Export Warehouse, will be sent on board without any additional expence to the parties; but it will, from the date of delivery at the Export Warehouse, remain at the entire risk of the Proprietors.

Published by Order of the Board of Trade,
W. NISBET, *Secretary.*

No. IV. Singapore.—At a Meeting of the Merchants of Singapore, held the 16th October, 1824, the following Resolutions were adopted:—

1. That a change from the existing currency to the hard dollar is highly desirable, and that the present scarcity of rupees offers an eligible opportunity of effecting it.

2. That from and after the 1st of January 1825, the parties assenting hereto, will conduct all transactions, and keep their Books and Accounts, in hard dollars, and the decimal parts thereof.

3. That from and after the said date, all sales and purchases shall be effected for hard dollars; but, with a view of facilitating transactions, purchasers shall have the option of paying in Dutch guilders and rupees, at the rate of 260 per 100 hard dollars.

4. That on the said 1st of January all balances shall be transferred from the current to the hard dollar at the then agio, which shall be fixed at a meeting to be held on that day.

The following rates of Commission were agreed upon:—

1. On all Sales or Purchases except the following:	5 per cent.
2. On Purchase of Goods or Produce for Returns	$2\frac{1}{2}$
3. On Sale or Purchase of Opium	3
4. On Sale or Purchase of Ships, Vessels, Houses, or Lands	$2\frac{1}{2}$
5. On Sale, Purchase, or Shipment of Bullion	1
6. On Sale or Purchase of Diamonds, Jewels, &c.	2
7. On Returns in Treasure, Bullion, or Bills	1
8. On all Goods consigned and withdrawn, half Commission.	
9. On Sale, Purchase, or negotiating of Bills not serving for purchase of Goods or Produce	1
10. On all Goods sold by auction by the Agents themselves, in addition to the above	$2\frac{1}{2}$
11. On del Credere, or guaranteeing Sales when specially required	$2\frac{1}{2}$
12. Shroffage, 1 per mille.	

13. On all advances of money for the purpose of trade, whether the goods are consigned to the Agent or not, and where a Commission of 5 per cent. is not charged ...... 2½ per ct.

14. On ordering goods or superintending the fulfilment of Contracts whence no other Commission is derived 2½

15. On guaranteeing Bills, Bonds, or other engagements, and on becoming Security for Administrations of Estates or to Government, or Individuals for Contracts, Agreements, &c. 2½

16. On acting for the Estates of persons deceased, as Executors or Administrators 5

17. On the management of Estates for others, on the amount received 2½

18. On procuring freight, or advertising as the agent of Owners or Commanders, on the amount of freight, whether the same passes through the hands of the Agent, or not 5

19. On chartering Ships for other parties 2½

20. On making Insurance, or writing orders for ditto ...... ½

21. On settling Insurance Losses, total or partial, and on procuring return of Premium 1

22. On debts, when a process at law or arbitration is necessary, 2½; and is received by such means 5

23. On Bills of Exchange noted or protested 1

24. On collecting house-rent 2½

25. On Ships' disbursements 2½

26. On negotiating Loans or Respondentia 2

27. On Letters of Credit granted for mercantile purposes 2½

28. On purchasing or selling Government Securities, or on exchanging or transferring the same ...... ½

29. On delivering up ditto ...... ½

30. On all advances not punctually liquidated, the Agent to have the option of charging a second Commission, as upon a fresh advance, provided the charge be only made once in the same year.

31. On transshipping all Goods or Produce, except the following 1

32. On transshipping whole Chests of Cassia Buds, Aniseed, Camphor, Nankeens, and Gunny Bags ...... 1 Doll. per package.

33. At the option of the Agent, on the amount debited or credited within the year, including interest, and excepting only such items, on which at least 2½ per cent. has been charged ...... 1 per cent.

This charge not to apply to paying over a balance due on an Account made up to a particular period, unless where such balance is withdrawn without reasonable notice.

At the same meeting the following Rates of Warehouse Rent were agreed upon :—

Per Mensem.

Chests of Opium, Chests of Silk, Bales of Woollens, Pipes of Wine or Brandy, Leagers of Arrack, &c.	1 Dr.
Bales of Indian Piece Goods, Bales of Cotton and Gunny Bags	50 Cts.
Cases of Europe Piece Goods, Trusses of Woollens, &c.	25 "
Hogsheads of Liquor, half Chests of Wine, &c.	40 "
Pepper, Rice, Coffee, Sugar, Saltpetre, &c.	10 "
Iron, Tin, Tutenague, Spelter, Copper, Lead, &c.	5 "
All other Goods not mentioned to pay accordingly or by measurement, at the rate of, per Ton of 50 Cubic feet	1 Dr.

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